THOUGHT OF AN AUTUMN TRACTOR PURCHASE?

HUGE SELECTION OF CLASSIFIEDS INSIDE!

Classic Massey

& Ferguson Enthusiast

The independent Ferguson and Massey Ferguson magazine

SPECIAL FAMILY GATHERING IN SOMERSET

2685
MASSEY FERGUSON
MF

PAUL'S FAVOURITE 2685

FERGUSON DIESEL DEVELOPMENTS

KEEPING THEM ORIGINAL PART 2 – MF 35 PETROL/ PARAFFIN

WE SHOW YOU HOW! FERGUSON DIESEL SPILL TIMING

WELSH NATIONAL A BIG SUCCESS

KELSALL RED & GREY

MASSEY STAR AT LLANDUDNO

TRACTORFEST FULL REVIEW

THE MF 2000 SERIES PART 2

FERGUSON CLUB ROAD RUN A GREAT SUCCESS

MASSEY FERGUSON 21 DEBUT

FAMILY FERGUSON DEBUT

TOO BIG TOO SOON – MF 1505?

September/October 2025

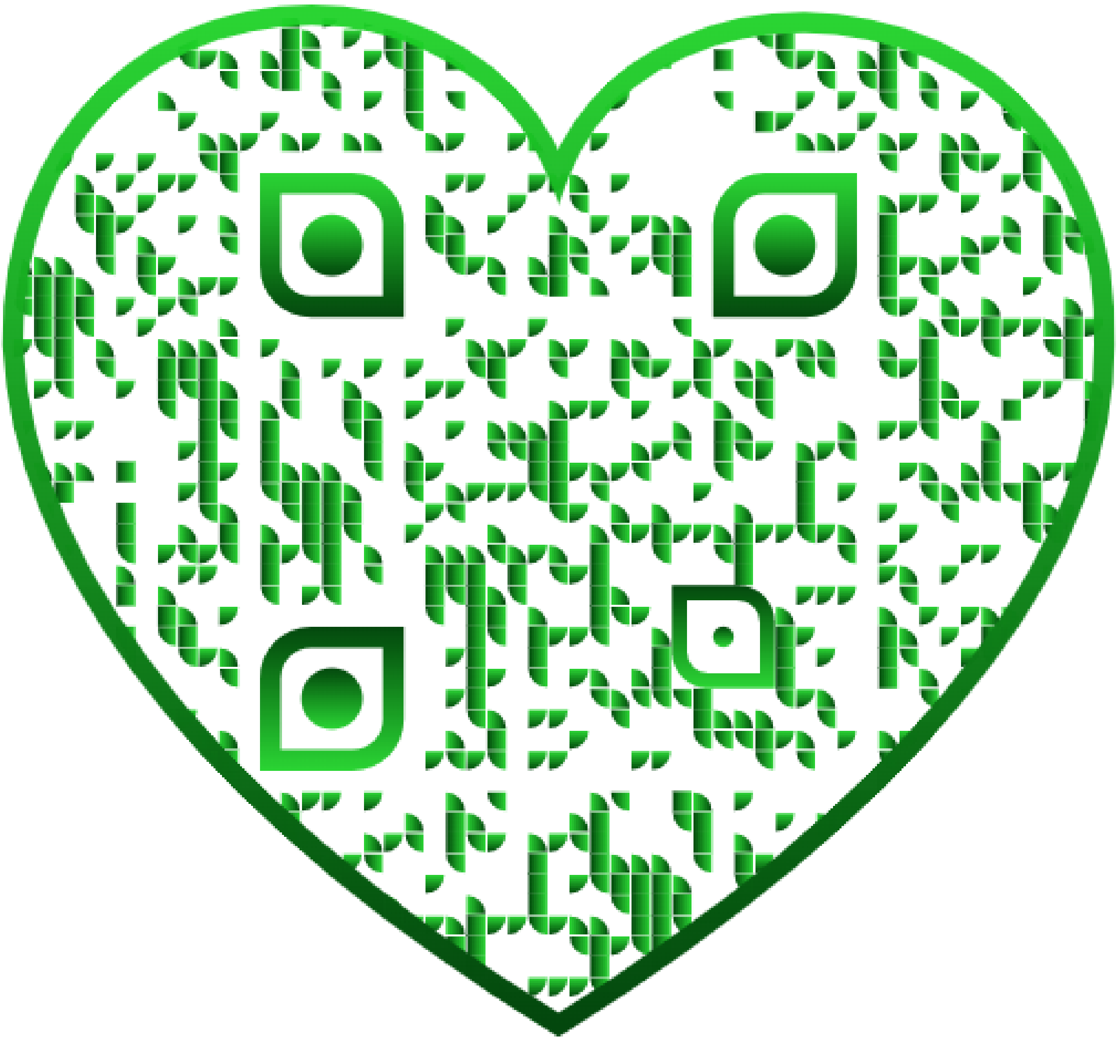
09

9 771758 959094

KELSEYmedia

£4.80

■ NEWS ■ EVENT REPORTS ■ SALES LATEST ■ PRICE GUIDE ■ EVENTS & SALES DIARIES ■ TRACTOR HISTORY



MISSED AN ISSUE?

COMPLETE YOUR COLLECTION

ORDER TODAY!

THOUGHT OF A SUMMER TRACTOR?
HUGE SELECTION OF CLASSIFIEDS INSIDE!
Classic Massey
& Ferguson Enthusiast

JULY/AUGUST 25

BACK TO BASICS MF20 REBUILD, National Road Run, Irish Invasion In Wales, Modified '70 Mower, Early Season Ploughing, 45th Abbey Hill Rally, Stradsett Rally, When Harry Met Henry P2, Big Beauvais 2000 Series P1, Massey Ferguson 35 P6 Story

THOUGHT OF A SUMMER TRACTOR?
HUGE SELECTION OF CLASSIFIEDS INSIDE!
Classic Massey
& Ferguson Enthusiast

MAY/JUNE 25

MF 165 REBUILD, MF590-4 In Norway, When Harry Met Henry P1, Massey Ferguson 35 In Detail P5, Euro Plough Champs, Tractor World, Ferguson TE Range Hydraulic Overhaul, Sales Corner, Price Guide Sale Dates

THOUGHT OF A SPRING PROJECT?
HUGE SELECTION OF CLASSIFIEDS INSIDE!
Classic Massey
& Ferguson Enthusiast

MARCH/APRIL 25

MASSEY FERGUSON AT LAMMA SHOW, Extended News, Festive Activates, MF 1200 Restoration P3, Banner Lane P5, MF 35 Story P4, Stunning 390, Six-Pot MF 3085 Success, Fergie T-20 Brakes Overhaul, MF 35 p/p Restoration P13, Sales Corner, Price Guide

Classic Massey
& Ferguson Enthusiast
MASSEY FERGUSONS TAKE MAJOR AWARDS AT NEWARK
RARE ORIGINAL FERGUSON F45 STARS AT ONSLOW
TRACTOR WORLD FULL PREVIEW
CLASSIC OF THE FUTURE – MASSEY FERGUSON 3085 IN PROFILE PART 1

JANUARY/FEBRUARY 25

MASSEY FERGUSON 135 GUINNESS BOOK OF RECORDS AT NEWARK, Extended News, Onslow Park UK's Biggest Show, Cheshire MF Finds, Phil's MF 1200 Resto, MF 3085 P1 In Profile, The Tractor Plant Rise and Fall P4, Measuring Up Your TE-20/35 Crankshaft, MF 35 Restoration P12, Sales Corner Market Strong, Price Guide

THOUGHT OF A WINTER PROJECT?
HUGE SELECTION OF CLASSIFIEDS INSIDE
Classic Massey
& Ferguson Enthusiast
ICONIC MASSEY FERGUSON 135 60 YEARS ON!
WIG'S MASSEY FERGUSON 35 RESTORED IN NEW ZEALAND
HADLOW COLLEGE RESTORED FERGUSON TE-E DEBUTS
FERGUSON TE-F ENGINE REBUILD

NOVEMBER/DECEMBER 24

MASSEY FERGUSON 135 Retro Respective, Wig's Old MF 35 (New Zealand story) Ferguson TE-F Engine Restoration, MF 35 Restoration P11, Sales Corner, Price Guide, National Ploughing Championships, Ferguson Browns At Cultra

THOUGHT OF AN AUTUMN PROJECT?
HUGE SELECTION OF CLASSIFIEDS INSIDE
Classic Massey
& Ferguson Enthusiast
PHIL'S MF 1200 EXTENSIVE RESTORATION STORY PART 1
MF 35 BRAKE OVERHAUL

SEPTEMBER/OCTOBER 24

MASSEY FERGUSON 1200 restoration, Letters, Tractor Fest, Duncombe Park, Kelsall Rally, Ray Bowler's Fleet, History Tractor Plant P2, Cheshire Harvest, MF35 Story P3, MF 35 Restoration P10, Sales Corner

THOUGHT OF AN AUTUMN PROJECT?
HUGE SELECTION OF CLASSIFIEDS INSIDE
Classic Massey
& Ferguson Enthusiast
REBUILT MASSEY FERGUSON 1135
'KING' OF THE MF 100 SERIES NOW FOR SALE

JULY/AUGUST 24

MASSEY FERGUSON 1130 restoration, MF 165 Four Wheel Drive Ltd Focus, MF 35 P9 carburettor overhaul, Ferguson 35 History P2, Banner Lane Works History P1. Ex Ferguson Standard Flying 12 service van. Sales Corner Ferguson Brown's sold, Price Guide, Show reports

A SUMMER PROJECT?
CHECK OUR CLASSIFIEDS SECTION FOR TEMPTING BARGAINS GALORE!
Classic Massey
& Ferguson Enthusiast
MASSEY FERGUSON 178
Sampling a superb, single-handed restoration!

MAY/JUNE 24

MASSEY FERGUSON 178 in the spotlight, Massey Ferguson 1200 in Shropshire, 2024 National Road Run Report, MF 375 Working Memories, Drive It Day Bodle Street Green

NEW TRACTOR PROJECT?
CHECK OUR CLASSIFIEDS SECTION FOR TEMPTING BARGAINS GALORE!
Classic Massey
& Ferguson Enthusiast
MASSEY-HARRIS 744D!
The amazing life of a 74-year-old classic

MARCH/APRIL 24

MASSEY-HARRIS 744D rescue story, 1980s MF 2005 in the spotlight, Tractor World Show report, MF 6100/8100 Pt. 4, steering wheel refurbishment, Red Giant collection

NEW YEAR, NEW TRACTOR?
CHECK OUR CLASSIFIEDS SECTION FOR TEMPTING BARGAINS!
Classic Massey
& Ferguson Enthusiast
FERGUSON BROWN!
The first of the many

JANUARY/FEBRUARY 24

FERGUSON BROWN in the spotlight, MF 590 owner's tale, Biddenden Tractorfest report, MF 6100/8100 Pt.3, A red and grey pair of classics, South Pole adventure Pt.2

WINTER PROJECT?
FIND HOT DEALS IN OUR HUGE CLASSIFIED SECTION!
Classic Massey
& Ferguson Enthusiast
ARTISTRY WITH THE PLOUGH!
We're at the British Nationals

NOVEMBER/DECEMBER 23

MF 135 owned and worked since new, Fawley Hill show report, Tingles Trundle Road Run, British Ploughing Championships, MF 6100 profile, V8-powered Fergie

AUTUMN BEAUTIES!
FIND THE BEST DEALS IN OUR HUGE CLASSIFIED SECTION!
Classic Massey
& Ferguson Enthusiast
FUN TIMES!
We report from our pick of summer shows

SEPTEMBER/OCTOBER 23

MF 399 STILL WORKING, Great Rempstone Show report, MF 6150 memories, Rural Past Times show report, Cultra working day

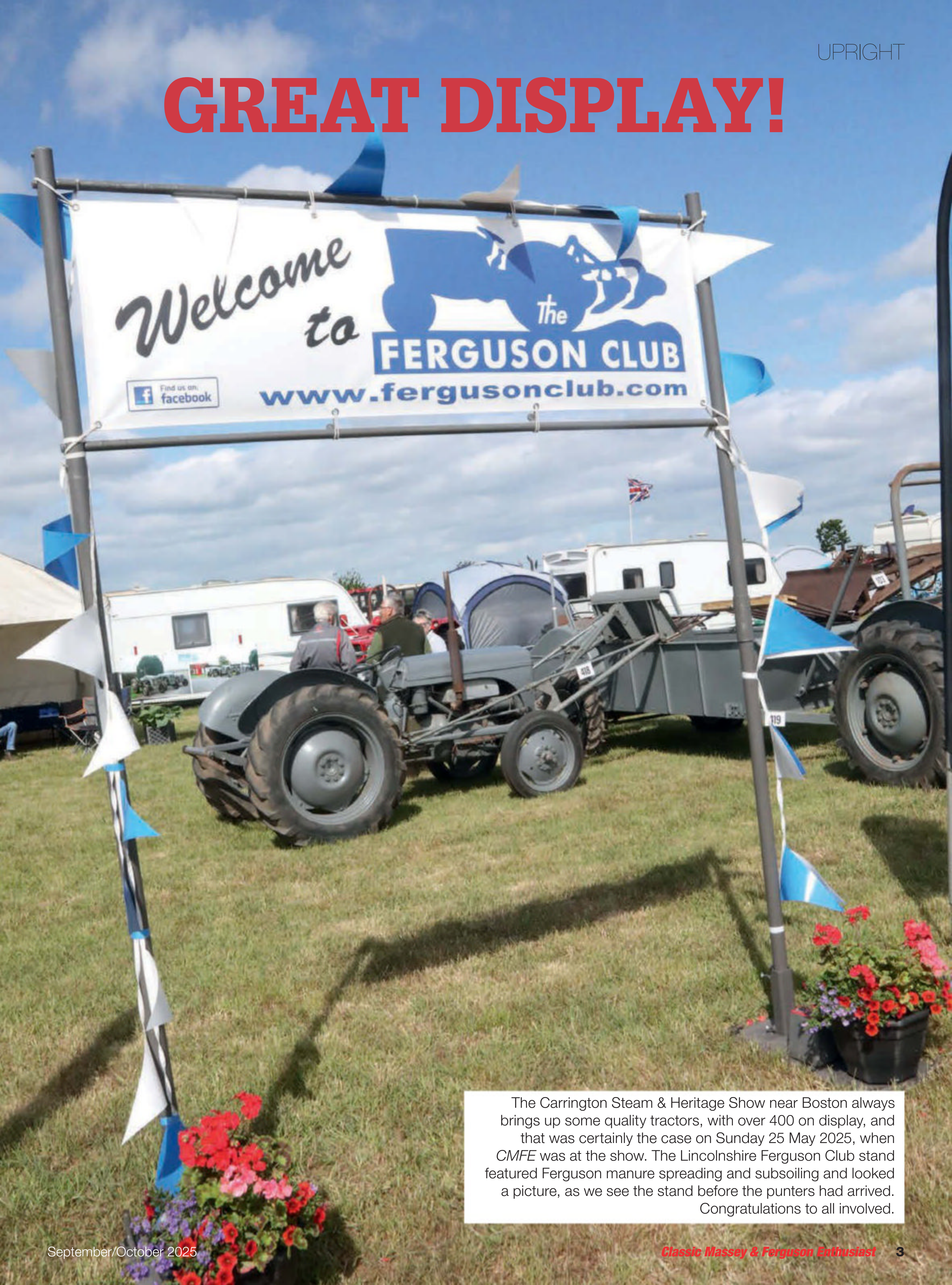
Visit shop.kelsey.co.uk/MFGSINGLE

Call the hotline 01959 543 747*

or scan me!

*Hotline open Mon – Fri 8.30am to 5.30pm. Calls charged at your standard network rate

GREAT DISPLAY!


Welcome to
The FERGUSON CLUB
Find us on: facebook
www.fergusonclub.com
416
119

The Carrington Steam & Heritage Show near Boston always brings up some quality tractors, with over 400 on display, and that was certainly the case on Sunday 25 May 2025, when *CMFE* was at the show. The Lincolnshire Ferguson Club stand featured Ferguson manure spreading and subsoiling and looked a picture, as we see the stand before the punters had arrived. Congratulations to all involved.

COVER

Paul Hillage has been a big fan of Massey Ferguson tractors for many years and he owns a fine MF 2685 example, which lives with him in Shropshire. He is a self-employed mechanic by trade and has lived in the area all his life. Bob Weir went along to meet him.
Our cover picture was taken by the editor at the excellent Shrewsbury Onslow Park rally on the Sunday of the 2024 event.

THOUGHT OF AN AUTUMN TRACTOR PURCHASE?
HUGE SELECTION OF CLASSIFIEDS INSIDE!
Classic Massey
& Ferguson Enthusiast
PAUL'S FAVOURITE 2685
FERGUSON DIESEL DEVELOPMENTS
KEEPING THEM ORIGINAL PART 2 – MF 35 PETROL/PARAFFIN
WE SHOW YOU HOW! FERGUSON DIESEL SPILL TIMING
WELSH NATIONAL A BIG SUCCESS
KELSALL RED & GREY
MASSEY STAR AT LLANDUDNO
TRACTORFEST FULL REVIEW
THE MF 2000 SERIES PART 2
FERGUSON CLUB ROAD RUN A GREAT SUCCESS
£4.80
■ NEWS ■ EVENT REPORTS ■ SALES LATEST ■ PRICE GUIDE ■ EVENTS & SALES DIARYS ■ TRACTOR HISTORY

CONTENTS

Independently written by real enthusiasts, passionate

8–11 SUMMER GATHERING
Joseph Lewis received a warm welcome from the Troutt family near Taunton, where Ferguson and Massey Ferguson were to the fore at a 60 tractor family gathering.

12-15 NEWS NEWS NEWS
As always we have plenty here for the CMFE fan, as we bring you upto-date with what's going on.

16-17 EVENTS DIARY
The editor gives you a good selection of what's going on and where you can visit in the next few weeks; do get out there while the good weather lasts.

18-25 EVENTS ROUND-UP
Our reporters have been just about everywhere and give you a good selection of what's going on around the country.

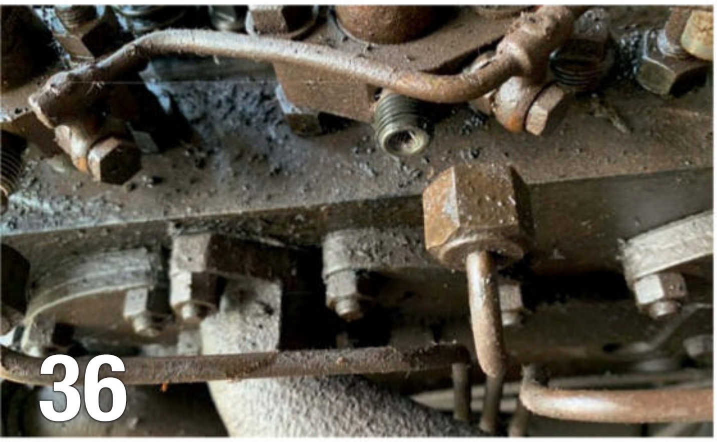
26–27 SUBSCRIBE HERE!
This is the place to obtain your magazine! Delivered straight to your doorstep!

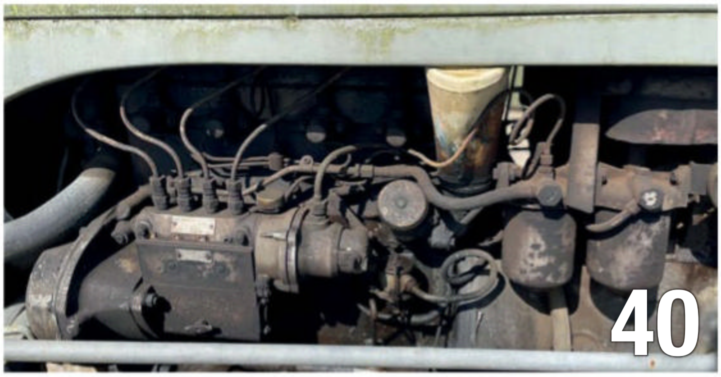
28-31 PAUL'S FAVOURITE
Paul Hillage, who has been a big fan of Massey Ferguson tractors for many years, owns a fine MF 2685 example, which lives with him in Shropshire.

32-36 DIESEL DEVELOPMENTS
We welcome Jane Brooks to the pages of CMFE as she looks into the Arthur Freeman-Sanders' designed TE-F engine.

37 JONATHAN'S COMMENT
Launched in its native North America in 1975, it was not long before Massey Ferguson's big articulated, four-wheel drive tractor was offered to British farmers. The 1505 was launched at that year's Royal Smithfield Show, where it caused something of a stir.

CONTENTS





about all things Massey-Harris, Ferguson & Massey Ferguson

38–39 BIG BEAUVAIS BEAUTIES – THE MF 2000 SERIES PART 2
Jonathan Whitlam looks at the 2000 Series, which were problematical at one stage, but in classic preservation good examples are very much sought after.

40-43 KEEPING IT ORIGINAL
Ben Phillips gets down to his latest project as he strips down a 35 FE petrol/paraffin, which has to be kept in original style condition.

44-48 SPILL TIMING
Richard Lofting unravels how to time a Ferguson TE-F engine, which is not the easiest thing to do but is essential, particularly as these tractors can be hard to start, so the spill timing needs to be correct.

50 MODELS LATEST
We look at the new scale models that have come on the market recently.

51-53 SALES CORNER
We look at all that's been going on down at the sales yards, where Ferguson and Massey Fergusons are still number one.

54-55 SALES DATES
Jayne Love gives you all the best dates to attend when buying family equipment, particularly as the autumn months are approaching.

56-58 PRICE GUIDE
All the prices, what's up and what's down. It's all there, so do look up your own model.

59-65 CLASSIFIED SECTION
This is the best place to sell and buy your Wallis, Massey-Harris, Ferguson-Brown, Ferguson and Massey Ferguson. All implements, literature and parts are also very welcome. We also have a wanted section and it's FREE to advertise and does get you results.

66 NEXT ISSUE
Our November/December issue will be at your door, or online and in the bookshops from Friday 7 November 2025. Order your copy now!

Classic Massey
& Ferguson Enthusiast
The independent Ferguson and Massey Ferguson magazine

Classic Massey & Ferguson Enthusiast
Kelsey Media
The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL

EDITORIAL
Editor: Peter Love
E-mail: peterlove@madasafish.com
Tel: 01323 833125
Sub Editor: Caroline Watson
Design: Burda Druck India Private Limited

ADVERTISEMENT SALES
Tel: Russell Bedford - 01732 447008
Email: tractor.ads@kelsey.co.uk

PRODUCTION
Production manager: Nick Bond
info@talkmediasales.co.uk Tel: 01732 445325

MANAGEMENT
Chief Executive: Steve Kendall
Publishing MD: Fiona Mercer
Retail Director: Steve Brown
Print Production Manager: Kelly Orriss
Direct Consumer Revenue MD: Kevin McCormick

SUBSCRIPTIONS
6 issues of Classic Massey & Ferguson Enthusiast are published per annum.
UK annual subscription price: £28.80
Europe annual subscription price: £35.00
USA annual subscription price: £35.00
Rest of World annual subscription price: £38.00

Contact us
UK subscription and back issue orderline: 01959 543747
Overseas subscription orderline: 0044 (0) 1959 543 747
Toll free USA subscription orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: cs@kelsey.co.uk
Customer service and subscription postal address:
Classic Massey & Ferguson Enthusiast Customer Service Team
Kelsey Publishing Ltd. The Granary, Downs Court, Yalding Hill,
Yalding, Kent, ME18 6AL, United Kingdom

Website
Find current subscription offers and buy back issues at shop.kelsey.co.uk/mfgback

Already a subscriber?
Manage your subscription online at shop.kelsey.co.uk/myaccount

CLASSIFIEDS
Tel 0906 802 0279 (premium rate line, operated by Kelsey Media. Calls cost 65p per minute from a BT landline; other networks and mobiles may vary. Lines open Monday to Friday 10am to 4pm). For complaints or any queries about the premium rate number, please call 01959 543723, available 9-5pm, Mon-Fri.
tractors@kelseyclassifieds.co.uk
Kelsey Classifieds, PO Box 13, Cudham, Westerham,
Kent, TN16 3WT

DISTRIBUTION
- Distribution in Great Britain, Seymour Distribution Limited 2 East Poultry Avenue London EC1A 9PT Tel. 020 7429 4000 www.seymour.co.uk
- Distribution in Northern Ireland and the Republic Of Ireland Newspread. Tel: +353 23 886 3850

Kelsey Media 2024 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit https://www.kelsey.co.uk/privacy-policy/. If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk. If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk.

KELSEY media

Welcome!

Reading our sister *Profi* magazine recently we found out that, approximately 7,800 new 50hp-plus Massey Ferguson tractors were registered in mainland Europe in 2024. Some 2,771 of these were in the main market of France, where the brand secured fifth place, and increased its share of the 33,225-strong market to 8.3 per cent (7.7 per cent in 2023).

Massey lost market share in Europe's second largest market of Germany, accounting for 1,193 units (-12.2 per cent on 2023) of the 29,315-strong market. This gave it eighth spot and a market share of 4.1 per cent (4.6 per cent in 2023). The dip in registrations was even more dramatic in the third largest market of Italy, where the 616 units registered by Massey was down 19 per cent on the 761 units a year earlier. This resulted in the brand's share of the Italian market dropping to 4.0 per cent (4.3 per cent in 2023). There was good news in the fourth largest European market of Spain where Massey registered 407 units (+15.6 per cent) and seventh place in the overall standings. Otherwise, it was a bit of a mixed bag for Massey in Europe last year, with registrations down 19 per cent and 19.7 per cent in Poland, Hungary and Switzerland, respectively, but 13 per cent up in Austria and 33.6 per cent up in Belgium.

There was good news for the brand in the four Scandinavian countries of Denmark, Finland, Norway, and Sweden, where it registered 13.1 per cent, 29.6 per cent, 4.3 per cent and 6.1 per cent more tractors, respectively. The 464 Massey tractors registered in Norway gave it a 20.2 per cent share of the 2,299-strong market, and third place behind John Deere and Valtra. Massey enjoyed second spot in Sweden with 365 units and a 17.3 per cent share of the total market of 2,111 tractors. In other words life is not easy for major manufacturers at the moment.

We found out from AGCO's HQ on 1 July it has entered into a set of agreements with India-based Tractors and Farm Equipment Limited ('TAFE'). The agreements resolve all outstanding disputes and other matters related to the commercial relationship between AGCO and TAFE, as well as TAFE's shareholding in AGCO, ownership and use of the Massey Ferguson brand in India and certain other countries, and other key governance issues between the parties.

The editor talks about Massey Ferguson sales in Europe, the MF TAFE fallout and the new MF 8S Xtra

All commercial agreements between AGCO and TAFE will be terminated, with agreed wind-down provisions. Ownership of the Massey Ferguson brand will rest with TAFE on an exclusive basis in India, Nepal and Bhutan. All ongoing legal proceedings have been terminated. Key governance and shareholding terms of the agreements include: TAFE has agreed to participate in future share repurchase programmes that AGCO executes, but retains the right to maintain but not exceed its current ownership level of 16.3 per cent.

The agreements will become effective upon the completion by AGCO and TAFE of certain governmental and other processes in India relating to the repurchase of the shares held by AGCO in TAFE.

July also saw the announcement of the new MF 8S Xtra line-up, which features six models from 205hp–305hp, with Engine Power Management (EPM) intelligently boosting power by up to 20hp. Impressive productivity is combined with top notch reliability for maximum uptime, and a low total cost of ownership ensures the best return on investment. These tractors replace the 2020 introduced 8S range.

Jérôme Aubrion, director of marketing for Massey Ferguson, Europe & Middle East said: "Demand for tractors in the 200–300hp segment is strong and user expectations are high. While updating this series, Massey Ferguson consulted new and existing customers, as well as dealers, to ensure it has the capability to not only satisfy, but also to exceed the requirements of farmers and contractors worldwide. With the MF 8S Xtra, owners are getting more than just a tractor; this is a dependable and reliable partner with a high specification and more. The editor looks forward to testing some of the range in the future.

Meet the contributors

Richard Lofting
Richard Lofting A natural gifted engineer and a practical tractor fan who keeps his 50-70 year old fleet going by practical repairs.

Joseph Lewis
Our West Country correspondent has worked with the editor since 1997

Ben Phillips
Tractor repair and restoration specialist, writer and book author

Bob Weir
Lives in Shropshire and was brought up on a diet of classic British tractors

Jonathan Whitlam
Tractor enthusiast, prolific author, film-maker and hard-working farmer

H. J. Pugh & Co.

LEDBURY
01531 631122
www.hjpugh.com

Dorrington, Shrewsbury.
The late Dennis Oakley Collection

Dispersal sale of 15 Ferguson and Massey Ferguson tractors, Manitou, over 50 rare and unusual Ferguson implements, Ferguson spares, literature, cans and cast iron seats.

Wednesday 17th September 10am

HAZLE MEADOWS AUCTION CENTRE, LEDBURY, HEREFORDSHIRE, HR8 2LP

Sale of Petroliana to include 2 private Collections of Enamel Signs, Pumps and Globes, Cans, Tins and Classic Cars.

SHELL
SPIRIT
OILS
Garage

12
1
2
3
4
5
6
7
8
9
10
11
K·L·G
PLUGS
TOO GOOD TO MISS

REPAIRS
P.H.JACKSON
MOTOR
ENGINEER

Saturday 4th OCTOBER

**OTHER AUCTIONS BEING ARRANGED ACROSS THE COUNTRY.
ALL ENQUIRIES WELCOME 01531 631122 or howard@hjpugh.com**

BRILLANT MASSEY SUMMER GATHERING

Joseph Lewis received a warm welcome from the Troutt family near Taunton, where Ferguson and Massey Ferguson were to the fore at a family gathering. Around 60 tractors assembled for an annual, invitation only get together on Saturday 21 June, one of the hottest days of the year.

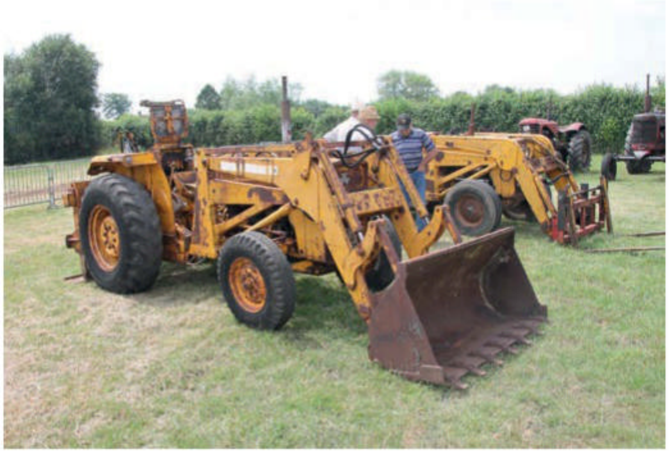
MASSEY
165
135
YOUR EMPIRE NEEDS YOU...

Adrian Troutt (left) and Simon Burrough with his son Jasper from Axminster, Devon with Adrian's newly acquired MF 165 Mk1 powered by a Perkins 203 engine.

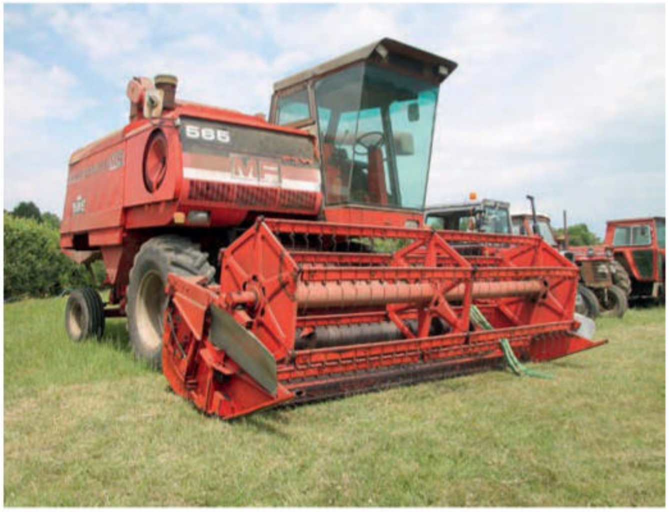
The event was organised by Adrian Troutt with help from his sons, Michael and David. With this combination Ferguson and Massey Ferguson formed a strong presence, with 35 of the tractors and implements from Adrian's collection forming the nucleus of the display.

Several months of planning had gone in to creating the chronological theme, from TE series and FE-35, to a 2009 6480 with Jaguar 75 forager. Time and thought were reflected in Adrian's tractors all being presented with an implement or item of machinery, from a two-furrow plough, up to an impressive MF 23 cultivator on the 1130.

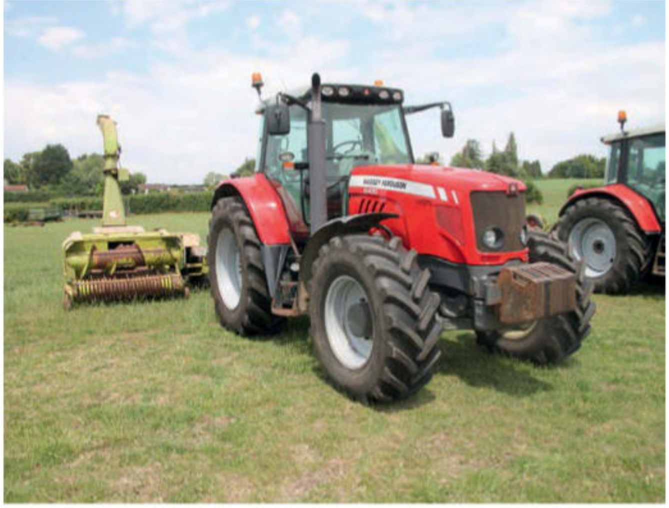
Memories of local dealers were also evident, notably Percy Winsor, South Western Farmers, Henry Kelland and S. Luckes and Son. Highlights included Adrian's newly acquired MF 165 Mk1, with Perkins 203 engine and MF 565 combine harvester. The 1984 565 with 12ft header was acquired second hand from Street and added to the Troutt working fleet. Powered by the Perkins 6.354.4T engine, it is used alongside a similar age John Deere 1065 combine, with 14-ft header to cut up to 150 acres of wheat per year.



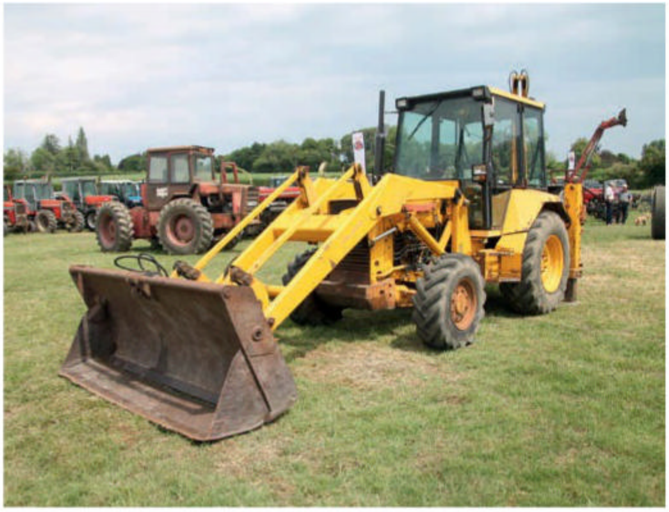
Industrial MF examples owned by Adrian Troutt and family were enjoyed. A 205 torque converter with the bucket, a good runner from the recent Ivor James Sale, with the cab removed and alongside an MF 203, which used to be the farm digger and Adrian still has the backacter. Pallet forks were fitted to make it into a loader tractor.



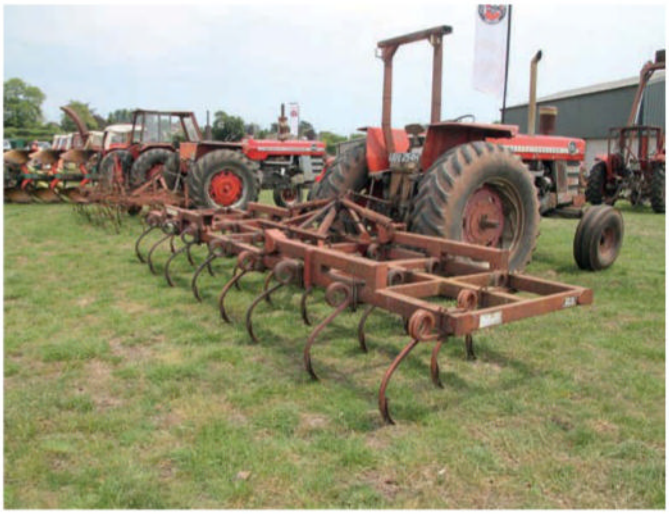
The 1983/4 Massey Ferguson 565 combine harvester with 12ft header is a current working machine, alongside a 1984 John Deere 1065 combine with 14ft header.



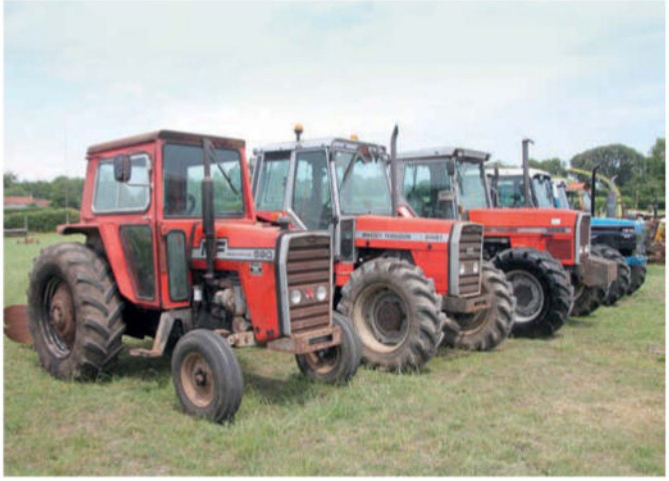
The latest silage tractor is this 2009 Massey Ferguson 6480 four-wheel drive.



The 50HX was acquired to take over the work that the 203 had been doing.



Adrian and team had worked hard to display all their tractors with an implement, including this impressive MF 23 cultivator, being a comparable combination for the power of the MF 1130.



Simon Burrough's tractors included the 1985 698T and W Registration 590, supplied by S. Luckes and Son, which was the last Massey Ferguson used on a farm before a change to New Holland.

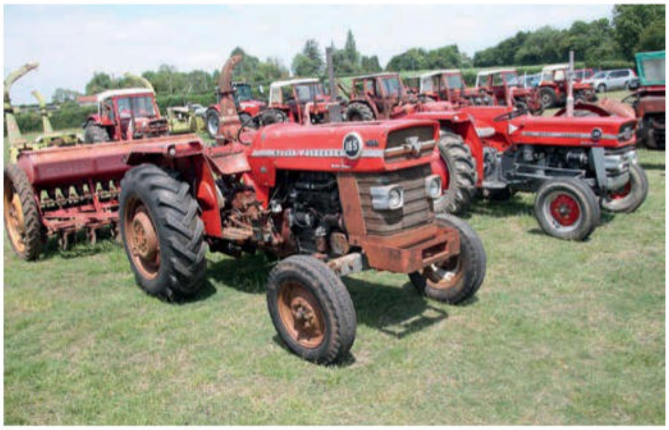
Adrian’s 1995 MF 399 18-Speedshift remains a reliable and popular tractor for ploughing.

Adrian’s 200 series pairing: 1985 298, which came from Mark Holland in 2023 and fitted with a McConnell hedge trimmer, and a 1982 290, which Adrian has owned since it was 12 months old. It was acquired from South Western Farmers with 900 hours on the clock. This now shows 10,000 hours, still on the original engine and only one clutch in its life.

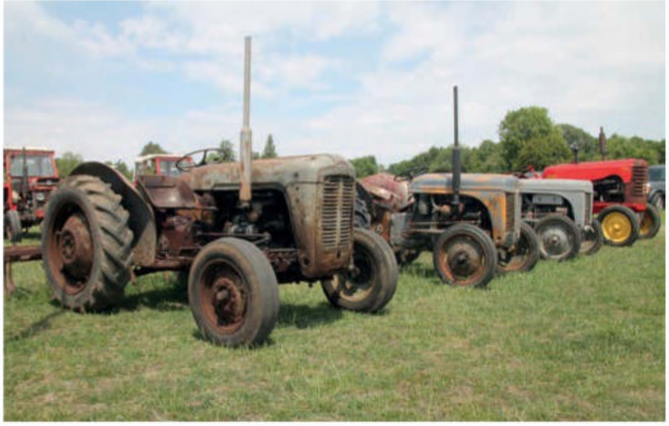
This 1976 Massey Ferguson 1200 supplied by A. Burrell and Sons is one of a pair acquired from Scotland by David Troutt. During its working life, the 1200 tractor was used to haul a dump trailer for making private forestry tracks, where the lower link arms and lights were removed to avoid damage from tree debris.

Adrian’s Massey Ferguson working cutaways came from Cannington College Agricultural Workshop. Nearest the camera: 135 hydraulic unit, then a 135 gearbox, six-speed and a 500 series Multi-Power unit nearest the MF 8 pair.

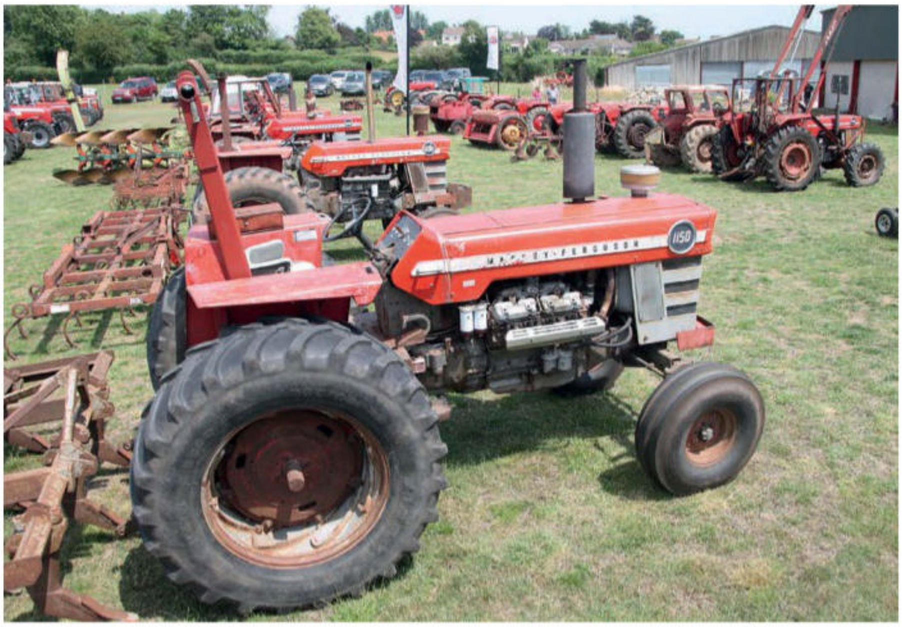
The eight classic horticultural tractors made a wonderful sight.



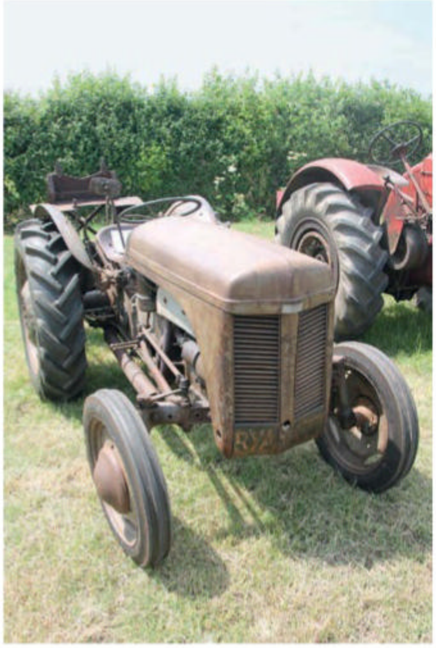
Adrian's newly acquired MF 165 Mk1 powered by a Perkins 203 engine.



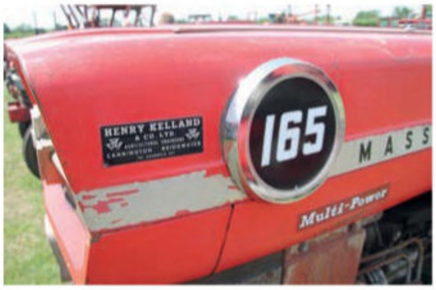
Ferguson FE-35 SDM 55405, which was supplied by Percy Winsor of Yeovil.



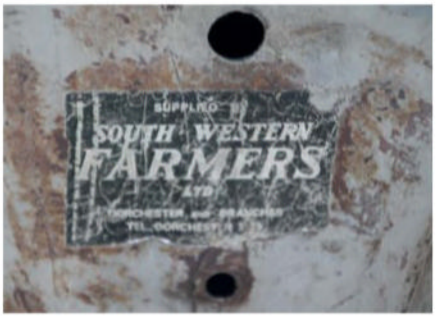
This view over Adrian's 1150, 1130 and 1100 series tractors gives an idea of the scale of the Somerset invitation gathering.



One of the stars: the invited 1953 Ferguson TE-E20 narrow (4ft 7in wide) owned by Adam Branfield.



Close-up of Adrian's newly acquired MF 165 Mk1, highlighting the Henry Kelland dealership.



The fondly remembered South Western Farmers, who are long since gone.

Adrian appreciated the help of Reg Dorse bringing his 165 Duncan cab, and Ken Ball's early 135 Multi-Power to complete the 100 Series line up.

Simon Burrough's tractors were a 1985 698T and 590, which were supplied by S. Luckes and Son. The 590 was the last Massey Ferguson on John Parris' farm at Yarcombe before going over to New Holland. One of the star tractors invited was the Ferguson TE-E 20, No. 353977 narrow, owned by Adam Branfield from Norton Fitzwarren, near Taunton. It was supplied on 20 December 1953 to Gotton Farm, Cheddon Fitzpaine, by S. Luckes and Son, Taunton and spent most of its working life in Somerset. Adam acquired his TE-E in March 2020, carried out a restoration over lockdown, but kept it in original order.

Additional entertainment was provided by the children's tractor pulling, organised by Steve Cox with a sledge entitled 'Child's Play'.

The plan is to alternate the annual gathering between Somerset and Simon Burrough's home near Axminster, Devon; what a wonderful experience that will be, I'm sure. Refreshments, bar area and hot food were available with invited guests travelling from Somerset, Devon and Cornwall. Some £400 was raised from donations, £200 each going to the Stroke Association and Cancer Research. It's with thanks to the Troutt and Burrough families for a wonderful event. ■

NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS
Classic Massey & Ferguson Enthusiast magazine is delighted to receive your news on what you have been doing with your tractor or implement, and also what your club has been doing, plus road runs, ploughing and rallying, we want to hear from you! Please contact: **peterlove@madasafish.com** – Tel: 01323 833125

HIGH ENTRY FOR THE 2025 BRITISH PLOUGHING CHAMPIONSHIPS

Organisers of the British National Ploughing Championships & Country Festival have announced a high number of entries for this year's event, set to take place on 11–12 October 2025 at Allesley, near Coventry, West Midlands.

Over 240 of the country's top ploughmen and women are all eager to compete for National titles, with some also trying to win the chance to represent their country at next year's World and European Ploughing Contests. This year's strong turnout reflects growing interest in traditional and competitive ploughing, with entries spanning across a number of categories, from vintage tractors and horse-drawn ploughs to the more modern conventional and reversible classes.

"We are thrilled with the level of interest this year," said Stephen Cheeseman, Chairman of the Society of Ploughmen. "It's a testament to the enduring appeal of the Championships and the skill, passion and heritage behind the sport of ploughing."

The Championships is a very traditional event and is held in a different part of the country each year; this time it will be held on a huge 100-hectare site, which has been provided by the Brandreth family and the Sir Thomas White Trust.

The two-day event will not only feature the country's best ploughing talent, but will also host a large stand area on grass with agricultural companies selling everything you might need on a farm, from a spanner to a tractor, and a wide variety of shopping and craft stalls offering all the products you would expect to see at a country show.

There will also be demonstrations of steam ploughing engines and of new farm machinery, as well as displays of vintage tractors and equipment, so it's a unique chance for visitors to see how farming has changed over hundreds of years, in a working environment.

While entries for ploughing are now closed, bookings remain open for trade stands, demonstrations, shopping, and crafts. Sponsorship opportunities are also available for businesses of all sizes, from small enterprises to industry leaders. This year's main sponsors are Bridgestone/Firestone.

The Championships promises to be a great day out, with plenty of family machines on display and ploughing. Discounted advanced tickets are now on sale with early bird discounts available for a limited time. Further information can be found on www.ploughmen.co.uk.

The weather was not good on the Saturday, at last year's match in Nottinghamshire.

All lined up and ready to go in the highly competitive Ferguson Championship.

Concentration is what is needed to get the best results in the classic ploughs class.

The champion goes on his winning ways, but we miss his companion in the box on the n/s fender.

GREAT FERGUSON CLUB ROAD RUN

The Ferguson Club Chiltern Vintage Tractor Charity Run in June was a big hit, organised by Gary Anderson and friends. Some 68 vintage tractors completed the run, three had technical difficulties and one came back on the rope, while a Ferguson TE-D had a coil burnout in the starting field! A group of 150 people took part, many with families on trailers.

The dry ground made the majority of the off-road sections very passable, with 90 per cent of the run off-road. The key sponsor this year was Knight Frank Estate Agents from their Henley on Thames office. Gary Anderson passes on his thanks to the many landowners and farmers, as without their support we would have no run.

Thanks to the teams of volunteers providing the breakfast and lunchtime catering. Further thanks to the teams of marshals who ensure safety is not compromised on all parts of the run. Also to the Ferguson Club for providing the overall support, including the correct supporting insurances. A successful raffle was held at the lunchtime stop on Wycombe Air Park. Aircraft and helicopters mixed safely with the vintage tractor convoy.

The Thames Valley Air Ambulance (TVAA) has been the chosen charity for all 19 years of this annual event. Over £100,000 has been raised to date, and they are still counting the donations and sponsorships from the 2025 run. The beautiful countryside of the Chiltern Hills draws vintage tractor drivers from near and far and the dressing up theme for tractors and drivers this year was VE DAY. Having fun with the serious objective of raising funds for the TVAA was the clear focus for all during the day, and the event gets better and better each year.

If you have not been on this event before then do take part next year, it's an exceptional road run. Ed.

The organiser gets down to fixing the TE-D: luckily spares were taken along for such things.

Tractors get ready to tackle another part of the day's road run.

SEVAC STAR AT BROYLE COUNTRY SHOW

Before the sun came out in the afternoon: many family tractors paraded in the morning.

This was very much a family gathering at the Broyle Show.

As always the SEVAC stand was superb, with a fine display of Ferguson and Massey Ferguson family tractors.

The excellent Broyle Country Show took place near Ringmer, East Sussex over 28–29 June. This event was very much a C-stream event for years, but Darren and his team have transformed the show into an A-rated event for all the family, with a large crowd there on both days.

All sections were very full with a good selection of steam small and large, besides the SEVAC tractor section. It was similar with the Eastbourne Historics car and van section. If you have never been to this show before, it is excellent and comes recommended.

NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS
Classic Massey & Ferguson Enthusiast magazine is delighted to receive your news on what you have been doing with your tractor or implement, and also what your club has been doing, plus road runs, ploughing and rallying, we want to hear from you! Please contact: **peterlove@madasafish.com** – Tel: 01323 833125

FAMILY TRACTORS GALORE ON WELSH ROAD RUN

Glanrhyd was the place to be on Sunday 15 June for a Father's Day treat, with over 260 tractors congregating for the 11th running of the annual Welsh National Tractor Road Run.

This charity event, which moves around Wales every year, attracted 263 entries from as far afield as Newton Stewart in Scotland, Shropshire, Warwickshire, Herefordshire, as well all corners of Wales. It was raising funds for the Wales Air Ambulance and for Cardigan First Responders, as well as Crymych First Responders.

The assembled onlookers were surprised when the Cardigan Fire Station's engine turned up at the start, however they were not on an emergency call, but representing one of the chosen charities as they are the First Responders in the town. Also represented were Crymych Fire Station, who also provide First Responders cover, and the Wales Air Ambulance.

Gareth George of Llandovery, with his MF 65 MK2 going well.

Hereford's Ewrad Godsall and Jack Phillips with their famous 135s.

A collective of friends got together under the name of the North Pembrokeshire Tractor Enthusiasts to organise the route on behalf of the WNTRR co-founders, brother and sister, John and Anne Bates, who started from Awelfryn, Glanrhyd (by kind permission of the Evans family). After the official welcome and drawing of the raffle, it was time for the tour to begin. The tractors went in an anticlockwise direction around the route, which was lined by many onlookers taking in the spectacle.

The Cwm Vintage Club had a bulk entry of 12 club members, under the management of Ceris Thomas, who competed with her cabbed Massey Ferguson 35. The tractors made their way from the start and almost immediately turned right heading along the hedge lined, ditched lanes before descending down the hair pinned road to Monnington, to cross the upper reaches of Nant Ceibwr before attacking the sharp climb passing the Trefrigin quarry entrance to arrive at Croes-y-Fran.

Taking the left turn at the crossroads, passing the radio mast, and crossing back into Pembrokeshire National Park, the procession bore left twice to head to Moylgrove. Weaving their way along the field edge lanes, passing the entrance to the garden centre with its flowerpot man signpost, as they began the steep descent of double hair pinned road into Moylegrove. Here the residents were out in force sitting on garden walls, turning right to follow the river down to the coast.

Passing the entrance to the Ceibwr Beach, climbing up through the banked mini valley before emerging on the cliff-hugging road to take in views over Ceibwr Bay and the double folded strata of the cliffs, home to hundreds of seabirds.

Turning inland the tractors ran the plateau down to Berry Hill, taking in their first glimpse of Mynydd Carningli, crossing the River Nevern into Newport, passing up the narrow high street with the pubs and restaurants busy with father's day meals. Heading now for Cwm Gwaun and Pontfaen, turning up the Gwaun valley to Cilgwyn before pausing for the lunch break at Penralltddu (by kind permission of the Davies family).

After taking in the views of Mynydd Carningli, it was time for the restart. The procession worked their way to meet the B4313 at Croes Ffordd and onto the crossroads at Greenway, turning left and climbing up the B4329 mountain road, taking in the disused Rosebush Quarry workings and over the summit at 1,325ft at Bwlch Gwynt before plunging on the long downhill to Tafarn-y-bwlch. Bearing left to zig-zag along the lanes to Llwynhirion, passing the Pentre Ifan burial chamber, to cross the main A487 road at Felindre. Now on the homeward stretch working their way to turn at Post Goch and returning to Awelfryn.

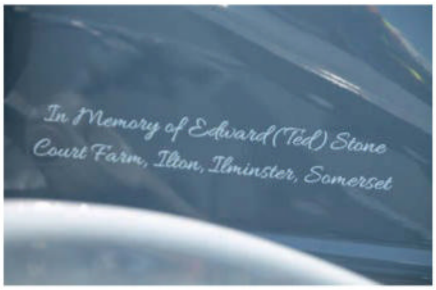
The Welsh National Tractor Road Run and the North Pembrokeshire Tractor Enthusiasts would like to thank all the sponsors, marshals, helpers and entrants for making the event such a success. A presentation of the proceeds will be made at a later date to the charities.

Ceris Thomas with her Massey Ferguson 35, with Sekura cab.

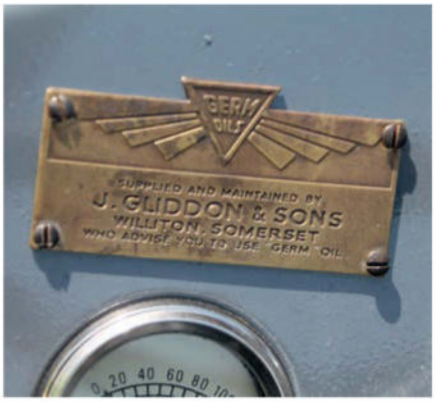
Brecon pair: Ian Griffiths with his Ferguson TE-F and Alan Owens with his MF 165.

FAMILY FERGUSON DEBUT

Out for the first time was Anthony Stone's just restored family Ferguson TE-F20, which his grandfather, Lionel, acquired new 71 years ago.


In Memory of Edward (Ted) Stone
Court Farm, Ilton, Ilminster, Somerset

The finishing touch from the sign writer was to highlight Anthony's father and the family farm at Ilton – certainly a surprise for Anthony's mother!



The TE-F still retains the unusual, but original J. Gliddon & Sons dealer badge.

The 47th West Dorset Vintage Tractor and Stationary Engine Club Ltd Rally was held at West Bay, Bridport on June 14–15, by kind permission of Melplash Agricultural Society and Mrs K. Pallister.

There were a notable selection of full size and miniature engines, agricultural and horticultural tractors, commercials and stationary engines.

One of the tractor highlights was a restored 1954 Ferguson TE-F20 owned by Anthony Stone from Ilminster. No. 380946 was bought new by Anthony's grandfather, Lionel Stone from J. Gliddon & Sons of Williton for use on the family farm at Ilton.

The TE-F was then used by Anthony's father, Edward Stone. When Anthony's grandfather passed away in 1970 his father held a dispersal sale. Everything was sold apart from the TE-F 20.

Edward kept it for a couple years then sold it to Tony Bridge from Stewley, Ashill. Anthony then managed to buy it a couple of years ago from Tony's daughter, Sue, and has since completed the restoration of the tractor. This has included a new clutch, gearbox seals and new wiring loom, while retaining the original seat. A special finishing touch from the sign writer was to include 'In Memory of Edward 'Ted' Stone, Court Farm, Ilton, Ilminster.'

HUGE MATCH

One of the hidden discoveries to many is the Southwell & District Agricultural Society's Ploughing Match and County Show. This year it takes place on Saturday 27 September at Farnsfield, Newark, Nottinghamshire NG22 8HP.

The ploughing match is just huge, with many National ploughmen taking part. But there is so much more to this show, which is the size of many county shows, and incorporates a cattle tent, including the biggest display of Dexter cattle you will see.

There are a number of good trade stands selling AGCO equipment here.

Near perfect: which the show will be when it's back at the Farnsfield site, as it was when these pictures were taken in 2022.

What a fine horticultural section you get here – and with MFs as well!

There are also various dog shows, local tractor and implement dealers, a huge vintage show with many FFA members taking part, and including a line up of Doe tractors, which will also be ploughing during the day. This event comes much recommended. Further information: info@southwellploughingmatch.co.uk

MF 21 DEBUT

Seen at Kelsall was Daniel Beardmore's delightful French Massey Ferguson 21 that dated from 1960. Imported from France after working in a vineyard, it originally came with a finger-bar mower.

A complete seven-month restoration programme followed with some engine work being required, while the tinwork also needed some attention, along with the electrics, transmission, and hydraulics being restored. After receiving a full re-spray in authentic Massey Ferguson red and silver livery, the MF 21 was ready for the rally field and was the star in the MF line-up at Kelsall.

Getting a lot of attention was Daniel Beardmore's 1960 Massey Ferguson 21, which he has totally restored.

Please check with the organiser that the event you're thinking of attending is going ahead before planning your day, or travelling to the venue. In some cases you may have to book your ticket online before travelling. Neither *Classic Massey & Ferguson Enthusiast* magazine, nor Kelsey Publishing, takes any responsibility if the details provided here prove to be incorrect. If you have an upcoming event that you'd like included in this listing, then please email the details to the Editor at: **peterlove@madasafish.com**

SEPTEMBER

12th-14th September
THE LONGSTOCK RALLY
Old Stockbridge, Stockbridge,
Hampshire SO20 6DP
Tel: 07533 726670 Email:
longstockrally@utvvc.co.uk

12th-14th September
BEDFORDSHIRE STEAM & COUNTRY FAIR
Old Warden Park, Near
Biggleswade, Bedfordshire
SG18 9EJ
Tel: 01462 887268 Email:
show@bseps.org.uk

13th September
SOUTH PEMBS PLOUGHING SOCIETY
Carew Cross, Milton,
Pembrokeshire, Wales SA70 8PE
Tel: 07976 787751
www.nnpm.co.uk

13th September
WEALD OF KENT PLOUGHING MATCH ASSOCIATION
Moatenden Farm, Headcorn,
Kent Tel: 07872 501951
Email: secretarywkpma@gmail.com

13th September
CRUCKTON & DISTRICT PLOUGHING & HEDGING SOCIETY
Lythwood Farm, Bayston Hill,
Shrewsbury, Shropshire SY3 0AA
Tel: 01743 884628 Email: info@cricktonploughing.org.uk

13th September
BRADWORTHY & DISTRICT PLOUGHING ASSOCIATION
Bower Farm, Bulkworthy,
Holsworthy, Devon EX22 7UN
Tel: 01409 261388 Email:
bradworthy.ploughingmatch@hotmail.com

13th September
USK SHOW USK SHOWGROUND, MONMOUTHSHIRE
Tel: 01291 690889 Email:
secretary@uskshow.co.uk
www.uskshow.co.uk

13th September
STAFFORDSHIRE & BIRMINGHAM AGRICULTURAL SOCIETY – UTTOXETER DISTRICT PLOUGHING & HEDGELAYING MATCH
Staffordshire Tel: David
Rushton 07970 628006
Email: dave@davidrushtonmachinery.com

13th September
HERITAGE OPEN DAY
Claymills Pumping Station,
Meadow Lane, Stretton,
Burton-upon-Trent DE13 0DA
Tel: 01283 509929 Email:
enquiries@claymills.org.uk www.claymills.org.uk

13th-14th September
AGRICULTURAL WEEKEND
Alford Manor House & Museum
of Rural Life, West Street,
Alford, Lincolnshire LN13 9HT
Tel: 01507 463073 Email:
Contact via form on website
www.alfordmanorhouse.co.uk

13th-14th September
HUNTON STEAM GATHERING
Bedale Road, Hunton, Bedale,
North Yorkshire DL8 1QF
Tel: 07850 863153 Email: info@huntonsteamgathering.co.uk

13th-14th September
HERITAGE WEEKEND
Lincolnshire Wolds Railway,
Ludborough Station, Station
Road, Ludborough DN36 5SQ
Tel: 01507 363881 Email:
paulinelwr@gmail.com www.lincolnshirewoldsrailway.co.uk

13th-14th September
COPPICE STEAM & WORKING TRUCK SHOW
Cossall Road, Trowell,
Nottinghamshire NG9 3PG
Tel: 0115 849 8840

13th-14th September
LANLIVERY VINTAGE RALLY & COUNTRY FAIR
Nomansland, Near Sweethouse,
Bodmin, Cornwall PL30 5AW
Tel: 07771 927826 Email:
lanliveryvintagerally@hotmail.co.uk

13th-14th September
NORTH RODE VINTAGE RALLY
Station Road, Bull Gate Lane,
Bosley Near Congleton,
Cheshire CW12 2PB
Tel: Nigel 07759 603168
www.northroderally.co.uk

14th September
FARMING YESTERYEAR & VINTAGE RALLY
Scone Palace, Parklands,
Perthshire, Scotland Organised by:
Scottish Vintage
Tractor Club
Tel: 01828 640368
Email: rally@svtec.org

14th September
SPEECH HOUSE VINTAGE SHOW
The Speech House, Speech
House Road, Coleford,
Gloucestershire GL16 7EL
Email: speechhousevintageshow@hotmail.co.uk www.fvvmc.co.uk

14th September
NORTH NOTTS PLOUGHING MATCH
Nottinghamshire Tel: 07976
787751 www.nnpm.co.uk

14th September
MAKERFIELD PLOUGHING SOCIETY
Brookhouse Farm, Catchpole
Lane, Eccleston, St Helens,
Merseyside WA10 5QA
Tel: 07974 170675 Email:
houghtonjfj@hotmail.com

14th September
NATIONAL VINTAGE TRACTOR & ENGINE CLUB - THAMES VALLEY GROUP - PLOUGHING MATCH VICARAGE LANE, MATTINGLEY, HOOK, HAMPSHIRE RG27 8LI
Tel: 01189 832230 or
07720 760892 Email:
franceshannington@gmail.com

14th September
STAFFORDSHIRE & BIRMINGHAM AGRICULTURAL SOCIETY - LICHFIELD DISTRICT - PLOUGHING MATCH OFF
Fisherwick Road, Whittington,
Lichfield, Staffordshire WS13
8XA Tel: 07799 116849 Email:
juliafoster1001@gmail.com

14th September
SRP BARNO TOY FAIR
Sweyne Park School,
Sir Walter Raleigh Drive,
Rayleigh, Essex SS6 9BZ
Tel: 0773 9998012 / 0749 8912091
Email: srptoys1@hotmail.co.uk
www.srptoyfairs1.co.uk

14th September
'NORMOUS NEWARK AUTOJUMBLE
Newark Showground,
Nottinghamshire NG24 2NY
Tel: 01507 529529 Email:
emailqueries@mortons.co.uk
www.autojumble.info

16th-18th September
NATIONAL PLOUGHING CHAMPIONSHIPS
Screggan, Tullamore, Co Offaly,
Ireland Tel: 00 353 (0)59 8625125
Email: info@npa.ie

18th-21st September
HERITAGE OPEN DAYS & BEER FESTIVAL
Milton Keynes Museum, McConnell
Drive, Wolverton MK12 5EI
Tel: 01908 316222 Email:
info@mkmuseum.og.uk

19th September
LLANWARNE & DISTRICT AGRICULTURAL SOCIETY - PLOUGHING MATCH
Ashe Farm, Pencraig, Ross-on-Wye, Herefordshire HR9
6HP Tel: 01989 569377
Email: nigel@morrisrussell.co.uk

20th September
BRING & BUY SALE
Organised by The Cotswold Oil
Engine & Preservation Society
Langley Farm, Langley Lane,
Clanfield OX18 2RZ
Tel: 01367 810415 Email:
abharris@btinternet.com
www.cotswoldoilengine.co.uk

20th September
WILLINGHAM & DISTRICT PLOUGHING SOCIETY
Willingham Tel: 07743 656231
Email: caroldaff@btinternet.com
www.ploughmen.co.uk

20th September
DOGDYKE IN STEAM - LINCOLNSHIRE HERITAGE DAY
Dogdyke Steam Drainage Station,
Near Bridge Farm, Tattershall,
Lincolnshire LN4 4JG
Organised by Dogdyke Pumping
Station Preservation Trust
Tel: 01522 683755 /
07464 948549 Email:
cjpage1855@gmail.com

20th September
ALL WALES PLOUGHING CHAMPIONSHIPS
Rhandregynwen Hall, Four Crosses,
Llanymynech, Powys SY22 6SN
Tel: 07980 359430 Email:
mouse@pc-q.net www.welshploughing.com

20th September
COLLINGHAM & DISTRICT AGRICULTURAL SOCIETY
Collingham, Newark,
Nottinghamshire Email: info@thecollinghamshow.co.uk

20th September
THE COLLINGHAM SHOW
Larksfield, Newark Road,
Collingham, Nottinghamshire

NG23 7RD
Email: info@thecollinghamshow.co.uk www.thecollinghamshow.com
20th September
WEST GRINSTEAD & DISTRICT PLOUGHING MATCH & AGRICULTURAL SHOW
Appleshem Farm, Coombes Road, Lancing BN15 0RP
Tel: 07866 202588
Email: secretary@westgrinsteadploughing.co.uk
20th September
THE SPIRES PLOUGHING ASSOCIATION
Halesowen & Hagley Farmers Club, West Midlands
Tel: 01527 454964 Email: pennyann09@gmail.com
20th September
KEMPTON AUTOJUMBLE
Kempton Park Racecourse TW16 5AQ
Tel: 01507 529529 Email: emailqueries@mortons.co.uk
www.autojumble.info
20th September
SIDMOUTH CLASSIC CAR SHOW
Sidmouth Cricket Club, Fortfield Terrace, Sidmouth, Devon EX10 8NT
Email: enquiries@sidmouthclassiccarshow.co.uk
20th-21st September
VINTAGE EXCAVATOR TRUST DEMONSTRATION WEEKEND
Threlkeld Quarry & Mining Museum, Threlkeld CA12 4TT
Tel: 01768 779747 Email: quarryrailway@gmail.com
20th-21st September
YESTERYEAR RALLY
Mill Meece Pumping Station, Cotes Heath, Stafford ST21 6QU
Tel: 01785 822138
Email: millmeece@millmeecepumpingstation.co.uk
20th-21st September
CASTERTON VINTAGE WORKING WEEKEND
Pickworth Road, Great Casterton, Stamford, Lincolnshire PE9 4DF
Tel: 01780 751 983
20th-21st September
HENHAM STEAM & COUNTRY SHOW
Henham Park, Near Southwold, Suffolk NR34 8AQ
Tel: 07500 223084 Email: info@henhamsteamrally.com
20th-21st September
STOKE PRIOR STEAM RALLY
Little Intall Fields, Stoke Pound Lane, Stoke Prior, Bromsgrove, Worcestershire B60 4LF
(Off Hanbury Road, B4091)
Tel: 07803 764360
20th-21st September
ST MAWGAN STEAM & VINTAGE RALLY
Trevenna Cross, St Mawgan, Newquay, Cornwall TR8 4HA
Email: hello@stmawganrally.com
THE SYWELL CLASSIC – PISTONS AND PROPS
Sywell Aerodrome, Hall Farm, Sywell, Northamptonshire NN6 0BN
Tel: 01775 768661 Email: info@livepromotions.co.uk
20th-21st September
KETTERING VINTAGE RALLY & STEAM FAIR
Cranford, Kettering, Northamptonshire NN14 4AW
Tel: 01536 500164 Email: cranfordrally@ntlworld.com
21st September
SRP BARNO TOY FAIR
Charmandean Centre, Forest Road, Worthing BN14 9HS
Tel: 0773 9998012 / 0749 8912091
Email: srptoys1@hotmail.co.uk
21st September
AUTUMN AUTOJUMBLE
The Grampian Transport Museum, Alford, Aberdeenshire AB33 8AE
Tel: 01975 562292 Email: info@gtm.org.uk
21st September
WEST HALLAM & DISTRICT PLOUGHING & HEDGECUTTING ASSOCIATION STANLEY GRANGE FARM, STANLEY, DERBYSHIRE DE7 6FJ
Tel: 01159 325517 or 07791 572528 Email: john@lowerhaggfarm.co.uk
21st September
NORTHERN AREA VINTAGE PLOUGHING ASSOCIATION (NAVPA)
Tyne Valley, Hexham, Northumberland Tel: 07780 928560
Email: admin.dalesagri@btconnect.com
21st September
WEST GOWER PLOUGHING SOCIETY
Great Pitton Farm, Rhossili, Swansea
21st September
STAFFORDSHIRE & BIRMINGHAM AGRICULTURAL SOCIETY - STONE DISTRICT - PLOUGHING MATCH
Ankerton Farm, Ankerton Lane, Eccleshall, Stafford, Staffordshire ST21 6LZ Tel: 07904 495862.
Email: cotterpin16@yahoo.co.uk
21st September
TILFORD CLASSIC CAR SHOW
Rural Life Living Museum, Reeds Road, Tilford, Farnham, Surrey GU10 2DL
Tel: 01252 795571 Email: info@rural-life.org.uk
21st September
VINTAGE WHEELS CLASSIC CAR RALLY
Helicopter Museum, Locking Moor Road, Weston-Super-Mare, Somerset BS24 8PP
Tel: 01934 635227 www.helicoptermuseum.co.uk
(2+3) £32
21st September
POTTERS BAR TOY & TRAIN FAIR
Elm Court Youth & Community Centre, Mutton Lane, Potters Bar, Herts EN6 3BP
Tel: 07866 641215 Email: joseph.lock105@btinternet.com
21st September
CRAFTS & SKILLS
Combe Mill, Blenheim Palace Sawmills, Combe, Oxfordshire OX29 8ET
Tel: 01993 358 694 Email: events@combemill.org
23rd September
FROME YOUNG FARMERS' PLOUGHING ASSOCIATION
Frome Tel: 07435 316175 Email: fromeploughingassociation@outlook.com
24th September
MENDIP PLOUGHING SOCIETY
Mendip Tel: 07783 709619 Email: judith.mps@btinternet.com
25th September
FLINTHAM & DISTRICT PLOUGHING MATCH & SHOW
Manor Farm, Aslockton, Nottinghamshire NG13 9AH
Tel: 07970 152906 Email: ploughing@flinthamshow.co.uk
26th September
WEOBLEY & DISTRICT AGRICULTURAL IMPROVEMENT SOCIETY - PLOUGHING MATCH MOORCOURT FARM, LYONSHALL, KINGTON, HEREFORDSHIRE HR5 3JZ
Tel: 01544 327343 Email: weobleyploughingmatch@gmail.com
26th-28th September
MALVERN AUTUMN FESTIVAL
Three Counties Showground, Malvern, Worcestershire WR13 6NW
Tel: 01684 584900 Email: info@threecounties.co.uk
27th September
TINKERS PARK OPEN DAY
Tinkers Park, Hadlow Down, East Sussex TN22 4HS
Email: info@tinkerspark.com www.tinkerspark.com
27th September
FFF&B PLOUGHING CHAMPIONSHIPS & COUNTRY SHOW
Little Faringdon Road, Langford, Gloucestershire GL7 3LA
Tel: 01993 851139 Email: megan@ploughingmatch.co.uk
27th September
SOUTHWELL & DISTRICT AGRICULTURAL SOCIETY – COUNTRY SHOW & PLOUGHING MATCH
Farnsfield, Newark, Nottinghamshire Tel: 07748 468585
27th September
ESSEX COUNTY PLOUGHING MATCH
Leighs Hall Farm, Church Lane, Little Leighs, Chelmsford CM3 1PG
Tel: 07889 780620 Email: essexcountypl@gmail.com
27th September
PETWORTH & DISTRICT AGRICULTURAL ASSOCIATION
Petworth Tel: 07973 797160
Email: goringlee@aol.com
27th September
LINCOLN AUTOJUMBLE – TRACTOR THEME
Hemswell Cliff, Gainsborough DN21 5TJ Tel: 07720 950920
Email: info@lincolnautojumble.com
27th September
MODEL AND MINIATURE WEEKEND
Strumpshaw Steam Museum, Old Hall, Norwich, Norfolk NR13 4HR
Email: info@strumpshawsteammuseum.co.uk
27th-28th September
AUTUMN SHOW & HORSE TRIALS
South of England Showground, Ardingly, West Sussex RH17 6TL
Tel: 01444 892700 Email: info@seas.org.uk
27th-28th September
SOMERSET'S FESTIVAL OF TRANSPORT
The Showground, West Woodlands, Frome BA11 5ES
Tel: 07900 695620 Email: info@sfot.co.uk
27th-28th September
WORKING WEEKEND
Rural Life Living Museum, Reeds Road, Tilford, Farnham, Surrey GU10 2DL
Tel: 01252 795571 Email: info@rural-life.org.uk

IN THIS ISSUE WE TRAVEL TO THE LLANDUDNO TRANPORT FESTIVAL, CARRINGTON STEAM & HERITAGE SHOW, TRACTORFEST AT RIPON AND FINALLY, KELSALL STEAM VINTAGE RALLY NEAR CHESTER.

GLORIOUS WEATHER AT LLANDUDNO

David Reed attended the Llandudno Transport Festival in early May, where a great selection of Massey Ferguson tractors could be seen.

Held at Bodafon Fields alongside the promenade, the Llandudno Transport Festival continues to be one of the largest events in the country. A mix of commercials, buses, cars, stationary engines and motorcycles are all seen, as well as a healthy display of tractors. Most manufacturers are represented, with those bearing the Ferguson and Massey Ferguson name often in the ascendancy.

The main attraction at the festival has to be the two road runs that take place on the Saturday and Sunday evenings, respectively. The first outing takes in the nearby town of Conwy, with the participants passing by Conwy Castle, which was built some 700 years ago. The Sunday run takes a different route, running around The Great Orme on Marine Drive, a road that clings to the cliff high above the Irish Sea, before heading back to the rally field.

Steve Llewellyn was to be seen on his 1951 Ferguson TE-D that he bought from Bluith Wells in around 2013 and restored, while a 1952 Ferguson TE-F diesel was also to be seen. Registration 531 XUS, this example was restored in 2007 after being used on a smallholding, and was entered by Darren Adams of Staffordshire.

Having a more local feel was Barbara Hughes' 1948 T20 P3 conversion that was sold by local agents at Llanrwst, and spent its entire life working in the Conwy Valley. The T20 was seen participating in both road runs, while one of the oldest tractors on show was AEB 561, a 1947 TE-20. This example had been bought by Charlie Bamford and worked on the family farm at Ely until 2018, before passing to Steve East in 2020.

Moving on to the MF red and grey livery, there were several 35s on view. Starting things off was a 35 from 1964 that was first used at Hadlow College, Tonbridge, Kent as part of the students' farming study courses. It was restored there and later ended up in Wales from where it was bought by Charlie Edwards.

Looking into the bright evening sunshine, this 1964 Massey Ferguson 35 is seen on the Saturday Road Run passing Conwy Castle.

Steve Llewellyn was seen on his 1951 Ferguson TE-D20 heading around The Great Orme on the Sunday road run. The tractor was bought from Bluith Wells around 2013 and restored.

Eethan Hocking of Corwen had bought his 1959 Massey Ferguson 35 from Brontuchel near Ruthin in 2016, where it had worked on a smallholding until 2001.

As usual, some tractors had been fully restored, while others retained their working look. This was true for Steven Caddick's 1964 example, while John Wardle's 35 dated from 1958 and had been bought from a local market gardener in 1993, before standing behind a cattle shed until being totally restored during 2002–3. This tractor was new in the Aberdeen area and worked on a farm. Tim Dalby had made the trip from Worcestershire with his 1968 MF 135 that he bought locally for use on his farm. It was another example that still retained its working look, while fully restored was Aled Davies' 148 that dated from 1972, which was spotted on the Sunday evening road run around The Great Orme.

John Valentine's 1963 Massey Ferguson 35x had worked on a farm in the Aberdeen area. It was seen heading around The Great Orme.

Seen heading around The Great Orme was Neil Roberts' 1963 Massey Ferguson 97, which was imported into the UK during 2009.

A regular at Llandudno was this1952 Ferguson TE-F20 that was restored in 2007 after being used on a small holding. It is seen heading around The Great Orme.

Tim Dalby had made the trip to Llandudno from Worcestershire with his 1968 Massey Ferguson 135 that he bought locally for use on his farm. It still retains its working look.

High above the sea while heading around The Great Orme was John Wardle's 1958 Massey Ferguson 35. It was bought from a local market gardener in 1993.

Another fully restored MF to be seen on Bodafon Fields was John Chadwick's 1978 MF 40 industrial, which always gets a lot of attention, as did the biggest MF in the show, namely Neil Robert's original 1963 Massey Ferguson 97. Imported into the UK during 2009, this tractor is no stranger to the Llandudno Festival, and has been a regular at the show for several years now. It was bought by Neil a number of years ago, with the previous owner obtaining it from a sale at Aberystwyth, "I had always wanted a 97," Neil once told me.

As usual, The Llandudno Transport Festival was an extremely successful event, with the warm sunny weather over the early May Bank Holiday weekend attracting large crowds to this three-day gathering. It certainly is an event not to be missed.

Seen passing Conwy Castle was Tim Dalby's workmanlike 1968 Massey Ferguson 135, which is in original condition.

One of the oldest Fergusons on view was a 1947 Ferguson TE-20, which had been bought by Charlie Bamford and worked on the family farm at Ely until 2018. It was bought by Steve East in 2020.

Steven Caddick of Conwy was to be seen on a1964 Massey Ferguson 35. Still in its working clothes high above the sea on the road run along Marine Drive.

This 1959 Massey Ferguson 35 was bought from Brontuchel near Ruthin, where it had worked all its life. It was seen heading around The Great Orme on the Sunday road run.

Getting a lot of attention on Bodafon Fields was this 1978 Massey Ferguson 40 industrial that had been entered by John Chadwick of Cheshire.

Passing Conwy Castle on the Saturday road run was Barbara Hughes' 1948 Ferguson T20 P3 that was sold by local agents at Llanrwst and spent its entire life working in the Conwy Valley.

A CONNOISSEUR'S TRACTOR SHOW

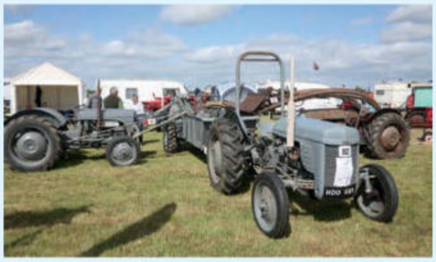
Sunday 25 May saw the start of the two-day, 64th Carrington Rally held on the Crawford family farm, just outside Boston, Lincolnshire. This family have put so much into keeping the show going each year with a team of helpers. This is a quality rally for the tractor connoisseur and this year proved so again, held in very good weather on both days, although it was windy, as usual.

The energetic Alex Bell leads the organisation and this year they decided to feature land drainage equipment, which they demonstrated in the field opposite the main field, which was not really a red and grey event.

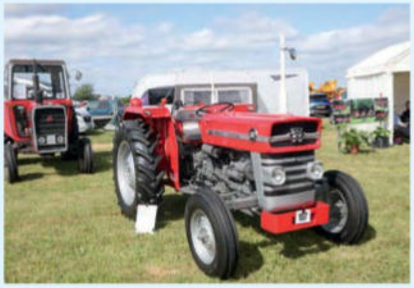
The Eastern Massey-Harris Museum, made up of the Malcolm Robinson collection and others, was full of nostalgia. The Massey-Harris implements on this stand are always very special, with the 1908 3B manure spreader standing out, as did the 1948 712 example, and Malcolm's similar aged MH 744 tractor.

The Lincolnshire Ferguson Club display is always good and this year was no exception, with D. Disdel's 1953 Ferguson TE-F with subsoiler, and the similar aged TE-F with banana loader of S. Durant, all in clean, original condition. We liked the Ferguson spreader behind N. Harness' 1955 TE-F and I. Halstead's 1948 TE-A with Ferguson 'teaspoon' loader, which made the set-up look even more spectacular.

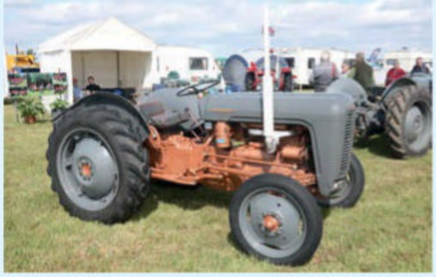
Besides this there were at least another 80 tractors in the fine programme. We particularly liked the Ducksbury's restored 1943 Ford-Ferguson 2N with Wild-Thwaites spreader. All told there were over 400 quality tractors of all sizes at the show, and we have only looked at just some of them. All in all a great vehicle show, but with hardly any autojumble and trade stands like there used to be. My only wish is that more people would come through the gates, as it's one of the best shows of its kind in the UK today.



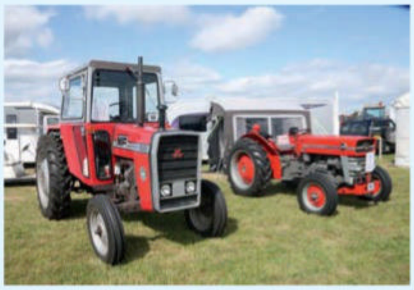
N. Harness' TE-F with Ferguson dung spreader and TE-D with Ferguson loader, and S. Durant's TE-D original with banana loader, make a fine picture.



P. Green's 1973 MF 135 certainly looking the part, with N. Harness' 1977 565 in the background.



The 1956 Ferguson FE 35 diesel with industrial lug tyres on the rear.



The ex-Chandlers 565 with a famous 135, which has been featured in these pages many times.

SUPERB TRACTORFEST

At the superb Tractorfest, held at Newby Hall, Ripon, North Yorkshire on 7–8 June, all records were broken, not only by the public attendance, but also with some 1,300 tractors attending, with a superb line-up of stationary engines, cars, motorcycles, commercials and psvs, of course.

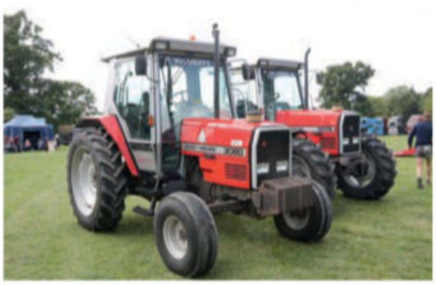
This year the show celebrated 100 years of Caterpillar, which saw some

The Ferguson Club members arrived later, but were made very welcome on Friday afternoon.

There were certainly a good number of family tractors to enjoy at Newby Hall.

The best day for weather at Tractorfest had to be the set-up afternoon! We look at some of the Friends of Ferguson Heritage stand at the show.

The Warmsley classic Massey fleet really made the Friends of Ferguson Heritage stand special.



Two very clean classics were the 3060 and 3075, which are being well looked after.

The 399 18-speed certainly looks a treat, and has been gone right through.

Going back to the 'Swinging Sixties' with the 165 and the interestingly cabbed 135.

The Land Rover front axle conversion on the TE-F on the Ferguson Club stand.

N. Everatt from Selby with his 1971 Massey Ferguson 40.

G. Heath from Methley entered the 1955 Ferguson TE-D.

The Johnson's French made 1974 MF 158 Super, with Selene front axle conversion.

The 'cool' MF 1155 brought a bit of North America to the show.

A fine MF 35x, still with its original dynamo on.

They came in all shapes and sizes at Tractorfest, in the well spruced up 590 Turbo.

Certainly plenty of weight in the transport box!

There were rain showers on Saturday morning at Tractorfest.

The export 250 with rare fruit MF 354F.

60-plus examples here with Finning, the UK Caterpillar importers very much part of the display. Also recognised was '80 Years of The Fordson E27N' – both displays were excellent and mention should be made of the Deutz/Fendt line-up, which was something never before seen in the UK and added great interest on this fabulous occasion.

In other words, it was not really a family feature this year, however the Ferguson Club and The Friends of Ferguson Heritage, who have been here since the start of this event in 2007, featured a fine display of members' tractors on both their stands. Approximately 170 tractors were displayed overall, and there was a great line-up of classics for a change.

MASSEY 35s STAND OUT AT KELSALL

David Reed visited the Kelsall Steam and Vintage Rally, where a fine selection of tractors was to be seen, especially those bearing the family name.

There was a tremendous turnout of exhibits at this year's Kelsall Steam and Vintage Rally, which took place on 21–22 June, and although the weather was rather inclement at times, a large crowd were on site to inspect the various displays. The commercials are the main draw, with literally hundreds lining up for inspection, while displays of cars, motorbikes, buses and steam are other important aspects of the show. But the tractors are also a major part of the show having their own field. They get a lot of attention as they parade around the ring, with the AGCO owned family tractors very prominent.

Starting things off were a selection of the ever-popular grey Fergusons. There were a lot to see, with Barbara Hughes' TE-20 example that dated from 1948. It was sold by agents in Llanrwst and spent its working life in the Conwy Valley, while there were a couple of TE-F20 diesels that caught the eye. The first was an unrestored example that had been entered by Simon Povey of Penley near Wrexham, while Gary Hodson's 1956 TE-F was found in a barn at Dyserth in North Wales some 15 to 20 years ago and restored. There were also some FE 35s to see. First up was Glynn Tatton's 1957 example that been restored in 1993, and had made the trip to Kelsall from Congleton.

Moving on to the Massey Ferguson red and grey liveried tractors, there was a tremendous line-up, with numerous MF 35s to see. No stranger to the rally scene was John Wardle's 1958 MF 35, while Darren Scaife's genuine example dated from 1959 and had made the trip to Kelsall from Stamford Bridge in Yorkshire's East Riding. Then came Sarah Atkinson, who had made the trip from York with a Massey Ferguson 35, while in good workmanlike condition was Andrew Redhead's 1960 MF 35. "It was bought from Lostock in Cheshire, where it had stood in a barn," Andrew said, "The restoration is still ongoing."

Continuing the MF 35 theme, Paul Reeve's cabbed 35 dated from 1961 and had come from south Wales where it only had one working owner from new. "I have had it for a year," Paul said, "It is totally original, so I will leave it as it is."

In top condition was Roger Morris' MF 35, an exhibit that had made the short trip to Kelsall from nearby Tarporley, while George and Peter Newton of Silloth in Cumbria were also to be seen on three-cylinder and four-cylinder 35s respectively.

There was a good selection of MF 35x tractors to be seen. Dating from 1963 and in great condition was Andrew Millington's 35x Multi-Power that was registered on the first day of 1964. It had only one previous owner before it was bought by Andrew as a total wreck; restoration was completed in the spring of 2018, with many new parts being added. Also in excellent condition was another 35x from 1963. This example used to be with Ken Edge and attended many shows and events over the years. It is now with his daughter Jakki who continues to bring the 35x to shows, as well as taking part in road runs, "It has had its engine rebuilt," Jakki said, "and has also been re-sprayed."

In similar condition was Kris Ellis' 35x that also dated from 1963. It spent most of its working life in the Richmond area of North Yorkshire where it was latterly used as a scraper until around 2006–7. After a couple of owners in preservation, it passed to Kris of Penymynydd in 2012

Looking the part, Graham Tierney's 1968 Massey Ferguson 135 worked on Winsford dog track, later working on a small holding.

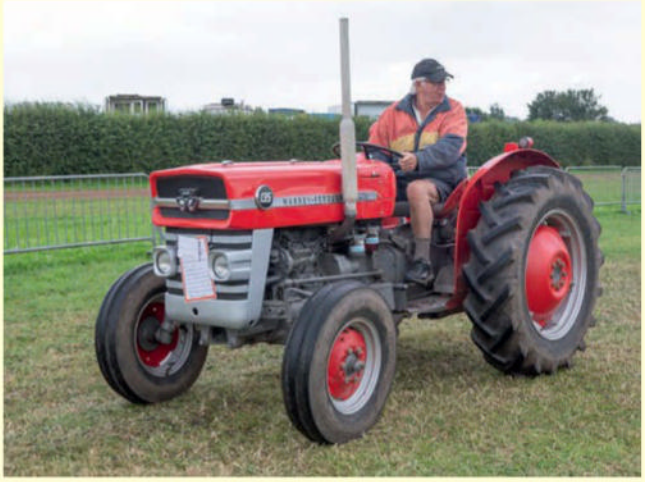
Sam Wild's original looking 1977 Massey Ferguson 135 was bought from a golf course in Yorkshire around six years ago, and retains its original look.

In original condition, Sam Wild's 2003 Massey Ferguson 6290 had one working owner from new in Somerset, and is still used every day on jobs around the farm.

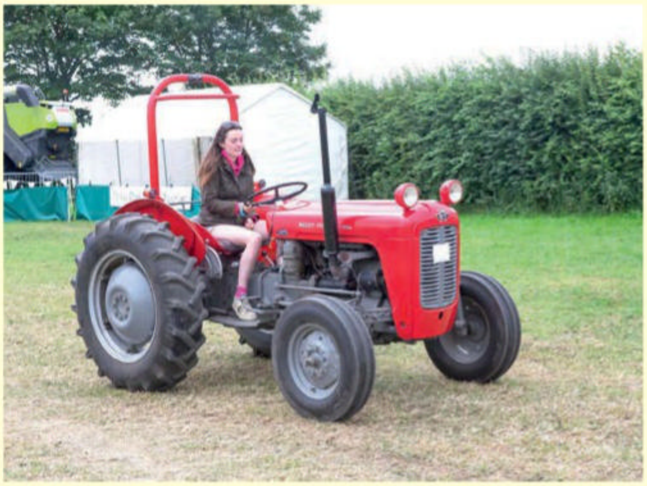
Looking in superb condition was this 1958 Ferguson 35 that had been entered by John Wardle of Sandbach and was seen heading towards the parade ring.

In great condition, this 1957 Ferguson FE 35 Grey Gold was restored by Glynn Tatton of Congleton back in 1993.

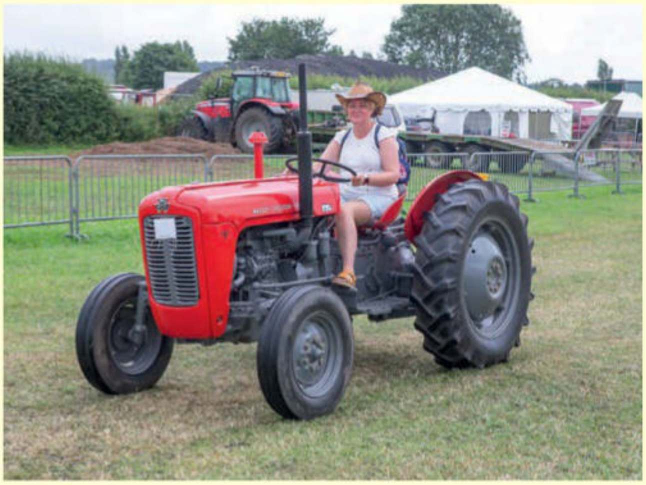
Seen in original condition was Darren Scaife's 1959 Massey Ferguson 35 that had made the trip from Stamford Bridge to Kelsall.



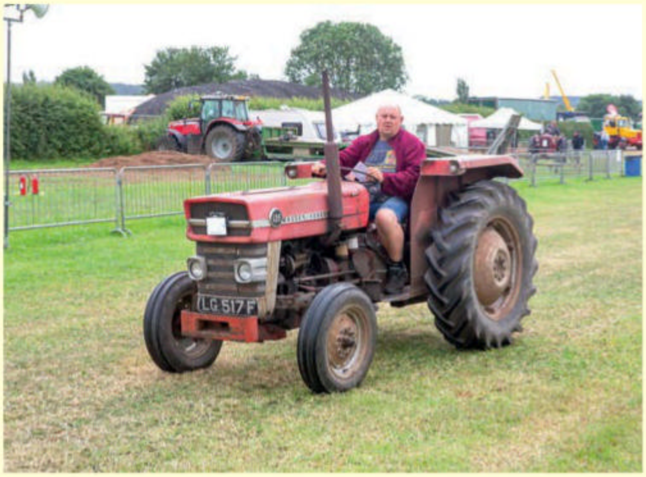
Looking the part was Andrew Millington's 1963 MF 35x Multi-Power that was bought as a total wreck, with restoration being completed in Spring 2018.



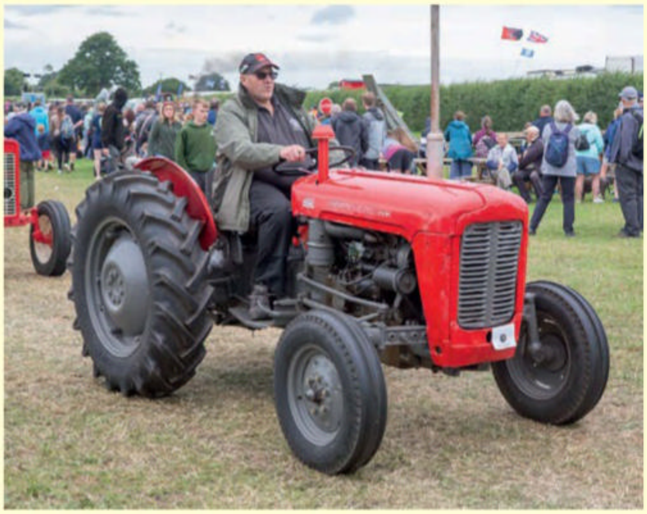
Sarah Atkinson had made the trip from York with this Massey Ferguson 35 that was seen heading to the parade ring.



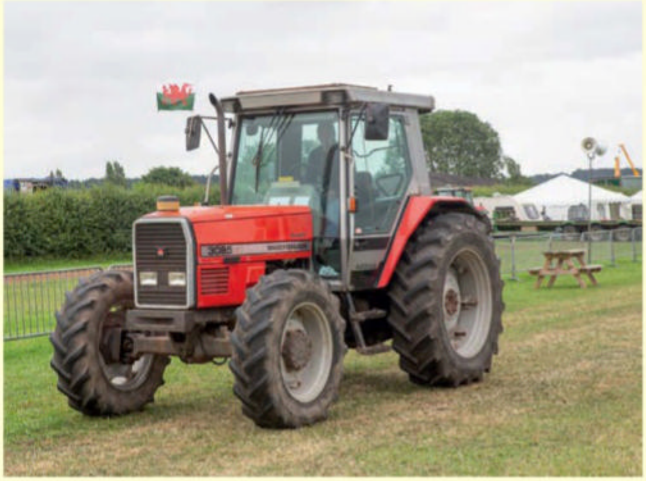
This 1963 Massey Ferguson 35x was owned by Ken Edge and attended many shows, but is now with his daughter Jakki, who also uses it for road runs.



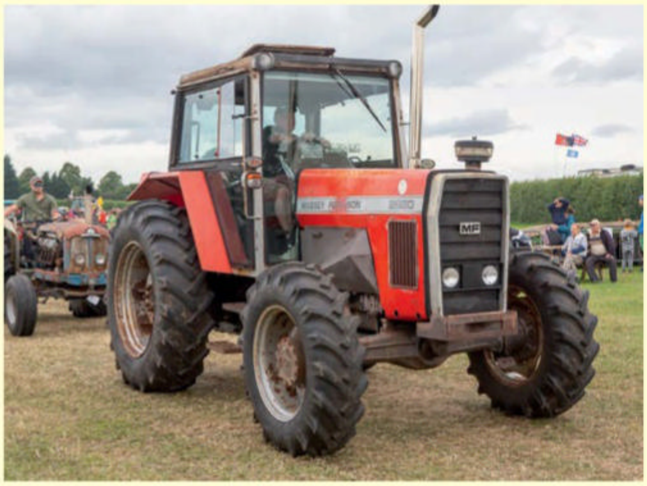
Seen in original condition was this 1967 Massey Ferguson 135 that had been entered by Paul Gittings of Helsby.



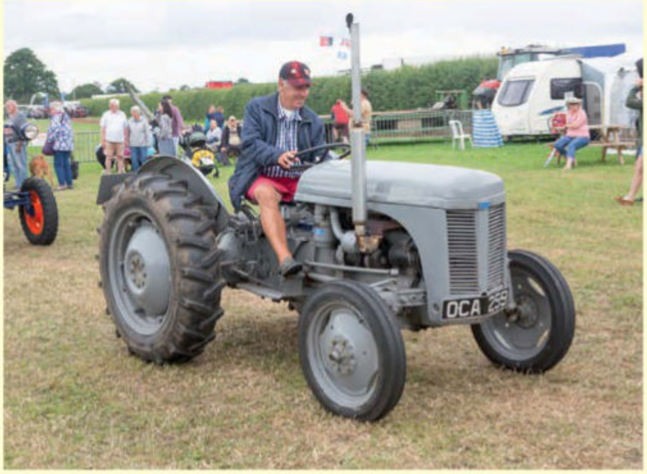
Andrew Redhead's 1960 Massey Ferguson 35. It had been standing in a barn before being bought, with restoration ongoing.



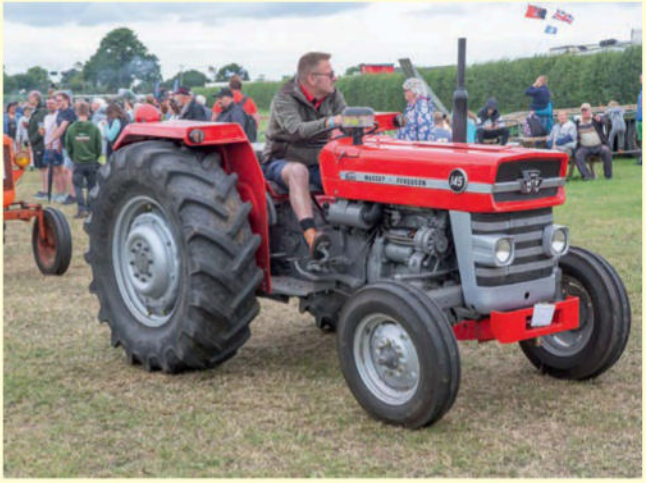
Seen carrying the Welsh flag was Fred Cooper's 1994 Massey Ferguson 3085 that came from mid-Wales, where it had worked on a small holding. It is being left in original condition.



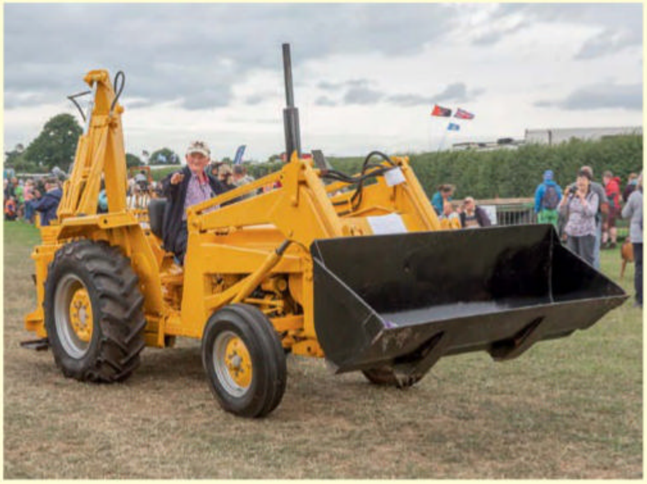
Massey Ferguson 2680. It was parked up in a field for 15 years before being rescued. It is now owned by Jack Page of Tarvin, and still does foraging work.



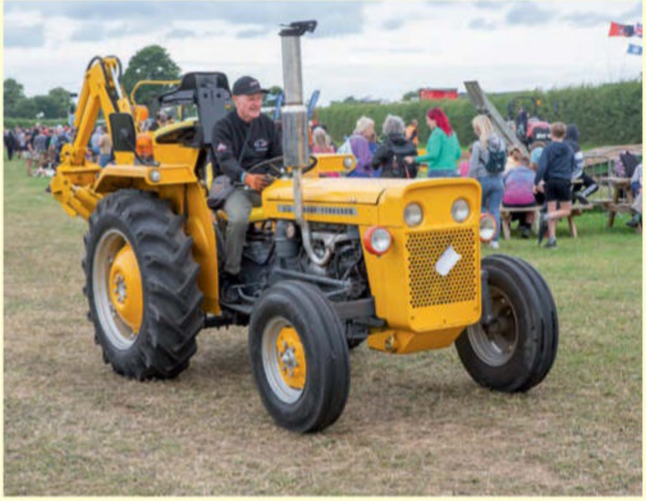
This 1956 Ferguson TE-F20 was found in a barn some 15 to 20 years ago at Dyserth in North Wales and restored. It is owned by Gary Hodson of North Wales.



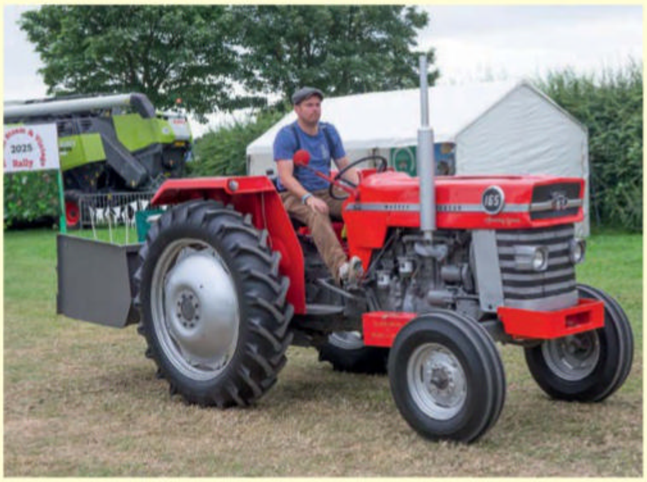
Massey Ferguson 145. It came from France and has been restored with new mudguards being fitted and power steering added. It is owned by Simon Adams of Stoke-on-Trent.



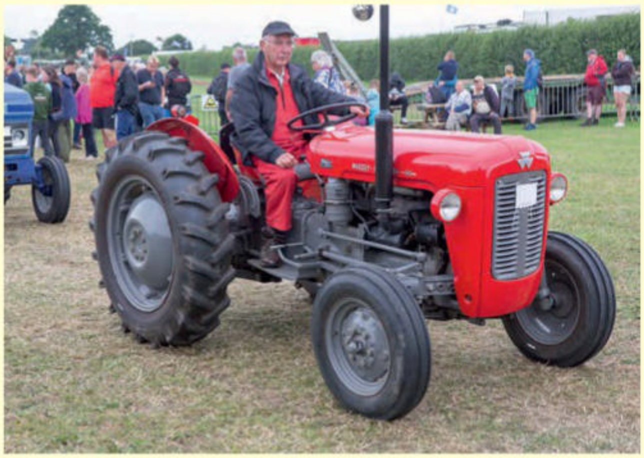
This 1967 MF Industrial was new to Esmor Davies, the first tractor he bought. It is restored in memory of his daughter Christine, who died just before it was found and re-purchased.



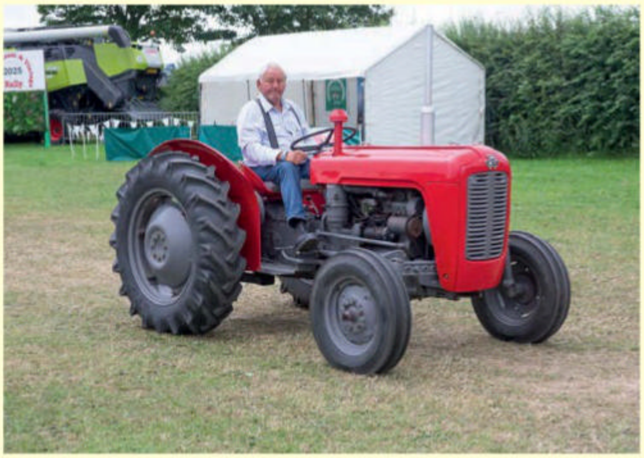
Esmor Davies' Massey Ferguson 40 industrial was seen heading to the ring at Kelsall.



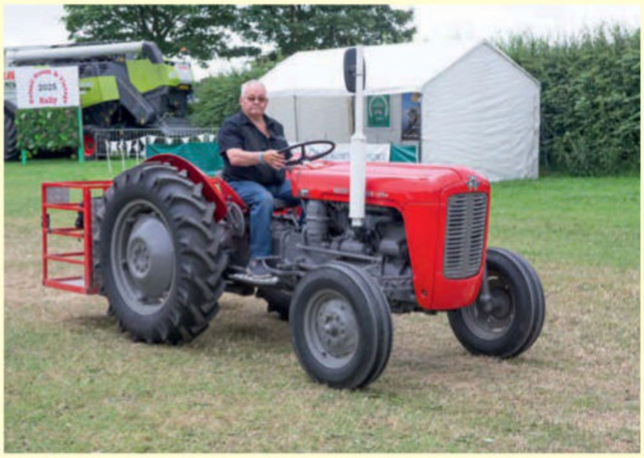
This 1976 MF 165 has been part of the Grindley family since 1976, and used on a council dairy farm in Bangor-on-Dee.



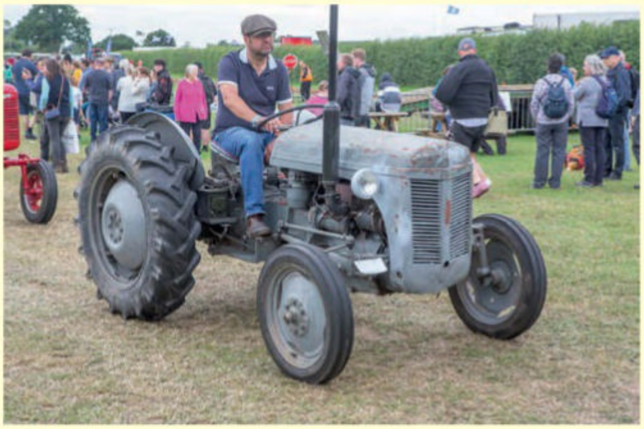
Roger Morris of Tarporley was seen heading towards the ring on his Massey Ferguson 35 at Kelsall.



George Newton of Sillorth in Cumbria was seen heading to the tractor area on a three-cylinder Massey Ferguson 35.



Peter Newton was seen arriving on site at Kelsall with a four-cylinder Massey Ferguson 35.



Seen in working condition was this Ferguson TE-F diesel that had been entered by Simon Povey of Penley near Wrexham.

and got a lot of attention at Kelsall. Also catching the eye Fred Cooper's MF 65, which was bought from the Macclesfield area.

Moving up to some of the MF 135s that were being exhibited, Sam Wild's 1977 example was in good original condition, after being bought from a golf course in Yorkshire around seven years ago. Also having a sporting history was Graham Tierney's 135 that dated from 1968. This example had worked on Winsford dog track, before being used on a small holding, while Paul Gittings' 135 from 1967 was still in original condition and retained its working look.

Simon Adam's Massey Ferguson 145 came from France, it has been restored with new mudguards being fitted and power steering added. There were also a couple of 165s on show too. Gareth Morse had made the trip from Pembrokeshire with his 1970 Massey Ferguson 165 that was in top condition. "It was a west Wales tractor, although no real history is known about it," Gareth said. The 165 was bought around eight years ago, "It was quite rough," he added, "but has been fully restored, being completed last year."

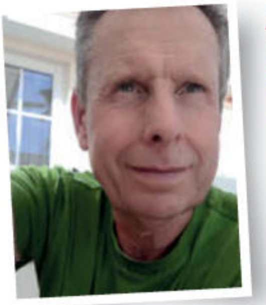
Then came a 1976 MF 165 that has been part of the Grindley family from new, working at their council dairy farm in Bangor-on-Dee near Wrexham, which has extensively been featured in *CMFE* to much acclaim.

There were also some larger MFs on display, including Sam Wild's 6290 from 2003. This tractor had one owner from new working in Somerset, before passing to Sam through Parris Tractors. It is still used every day and does a variety of jobs on the farm. These include mowing and baling, "It is kept in original condition and will do just about everything," Sam said.

Seen carrying the Welsh flag was Fred Cooper's 1994 Massey Ferguson 3085 that came from mid-Wales where it had worked on a small holding. It is another tractor that has been left in original condition, while Jack Page's MF 2680 was parked up in a field for 15 years before being rescued, "It still does some foraging work," Jack said.

And to round things off, a couple of industrial Massey Fergusons owned by Esmor Davies, the first a MF 40 industrial that was in good condition, as was a 1967 MF 205 based industrial, complete with a backhoe loader and bucket that Esmor bought from Heron Tractors for £2,760. After working it for a few years, it was sold, but he later regretted that decision and decided to buy it back. His daughter Christine tried to buy it back, but sadly five days before it was discovered, Christine passed away and the MF has been restored in her memory.

As ever, the Kelsall rally brought together a great selection of family tractors and is certainly an event not to be missed.



A MESSAGE FROM THE EDITOR

Delighted to boast that this is Britain's only independent Ferguson and Massey Ferguson magazine. If you have enjoyed this issue of Classic Massey & Ferguson Enthusiast and love reading about this iconic red tractor and celebrating its hey-day then why not subscribe? You will save money and receive every issue direct to your door. Whether you're interested in the latest news, restoration stories and recollections or the advertisements there's something for everyone.

Peter Love

Editor

GREAT SELECTION AT UK'S LARGEST RALLY

With The Great Dorset Steam Fair just a distant memory now, the biggest rally in the UK falls to the Shrewsbury Steam Rally, which took place over 25–26 August. The editor takes a look at what was going on.

PHIL'S DREAM COMES TRUE

Phil Tassell, the eighth generation of beef and sheep farmers from Headcorn, Kent (who also runs a successful fencing and construction company) has just completed a full restoration on his 1976 Massey Ferguson 1200, which he purchased from Parris Tractors, Taunton, Somerset in 2021.

SUBSCRIPTION BENEFITS

- ENJOY ONE WHOLE YEAR OF CLASSIC MASSEY
- GET EACH ISSUE DELIVERED DIRECTLY TO YOUR DOOR IN 100% PLASTIC-FREE PACKAGING
- SAVE UP TO £22*
- NEVER MISS AN ISSUE OF YOUR MUST-HAVE MAGAZINE

SUBSCRIBE TODAY!

THOUGHT OF A WINTER PROJECT? HUGE SELECTION OF CLASSIFIEDS INSIDE!

Classic Massey & Ferguson Enthusiast

The independent Ferguson and Massey Ferguson magazine

GETTING READY FOR TRACTOR WORLD!

MASSEY FERGUSONS TAKE MAJOR AWARDS AT NEWARK

RARE ORIGINAL FERGUSON F45 STARS AT ONSLOW

TRACTOR WORLD FULL PREVIEW

CLASSIC OF THE FUTURE – MASSEY FERGUSON 3085 IN PROFILE PART 1

1200 MAKES PROGRESS!

RECORD BREAKING AT NEWARK

NEW MASSEY 5M 145hp MODEL

£4.80

■ NEWS ■ EVENT REPORTS ■ SALES LATEST ■ PRICE GUIDE ■ SALES DIARY ■ MF 35 RESTO P12

SAVE UP TO £22 ON YOUR SUBSCRIPTION

Scan me

EASY WAYS TO SUBSCRIBE

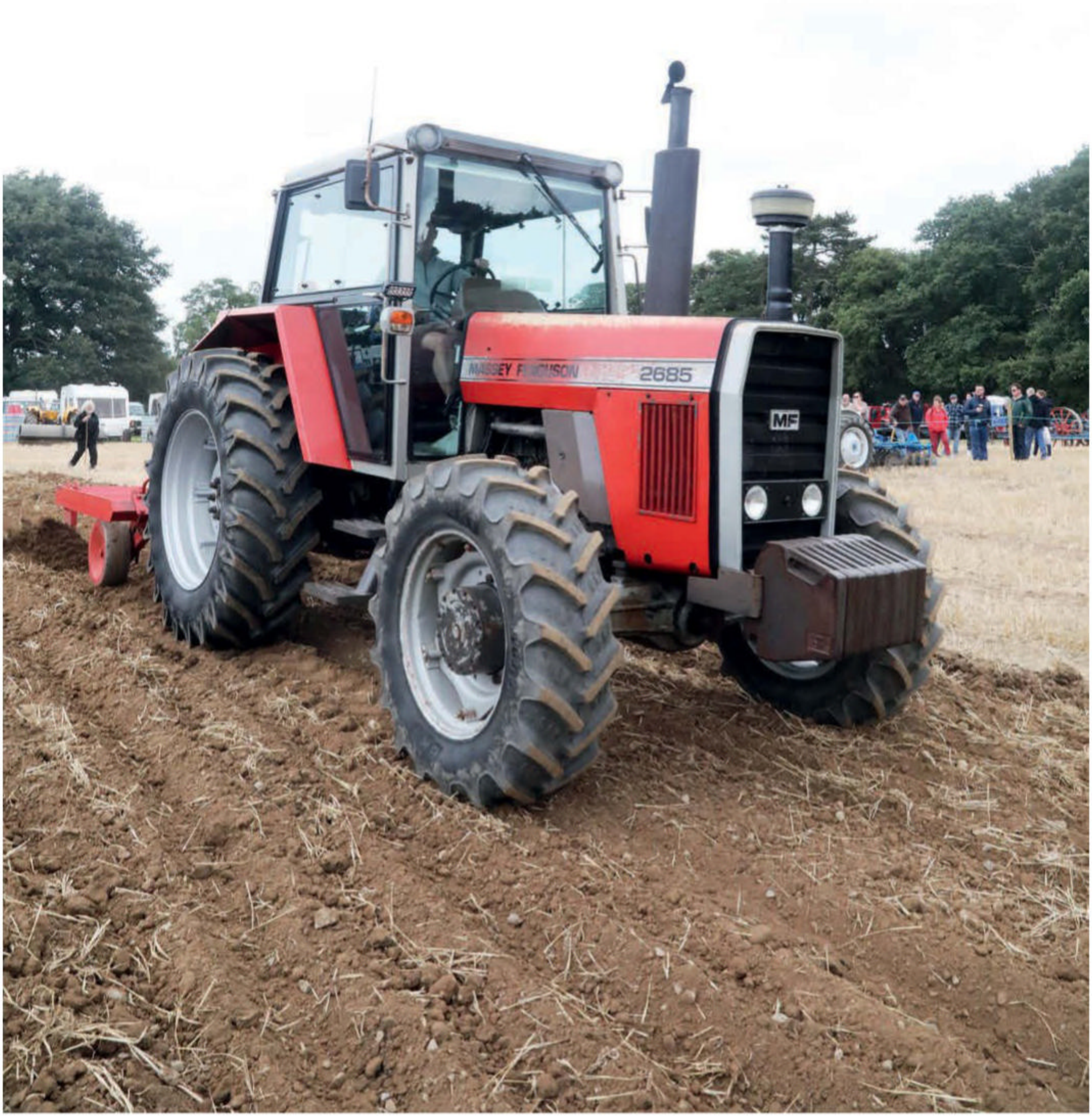
1. GO TO **SHOP.KELSEY.CO.UK/MFGAD**
2. CALL US **01959 543747** QUOTE **MFGAD**
3. USE THIS **QR CODE** TO GO DIRECTLY TO OUR WEBSITE

Lines open Monday-Friday, 8:30am-5:30pm. Calls charged at your standard network rate. £22 saving applies to UK annual direct debit offer.

Terms & Conditions: UK Direct Debit offer only. You will pay £23.04 every 12 months. *Savings based on the standard basic annual rate of £45.30 which includes the cover price of £4.80 plus Kelsey Media's standard P&P price per single issue for one full year (6 issues). Your subscription will start with the next available issue, and you will receive 6 issues in a year. Prices correct at time of print and subject to change. For full terms and conditions visit shop.kelsey.co.uk/terms. Data protection: We take great care in handling your personal details and these will only ever be used as set out in our privacy policy which can be viewed at shop.kelsey.co.uk/privacy-policy. You may unsubscribe at any time.

PAUL'S FAVOURITE

Paul Hillage has been a big fan of Massey Ferguson tractors for many years and he owns a fine MF 2685 example, which lives with him in Shropshire. He is a self-employed mechanic by trade and has lived in the area all his life. Bob Weir went along to meet him.



"Although I don't come from a farming background, I have been around tractors since I was a boy," he explained. "There were plenty of classic Massey Fergusons about and I decided to buy a MF 2685 when the opportunity came along."

A BIT OF HISTORY

By the late 1970s the tractor industry was going through a period of change. Massey Ferguson's American plant was specialising in the larger models, while the European factory at Beauvais was producing high-tech, mid-size machines. Smaller tractors were still being built at the Banner Lane factory in Coventry, which could trace its history back to the early Ferguson days.

New models were arriving thick and fast. The 500 series had been launched in 1976 to replace the aging but popular 200 and featured a low noise cab and ergonomic controls. The 500 was made at Banner Lane, but the 600 which replaced it was a joint English / French project. Beauvais also designed and built the latest top-range 2000 series, which was launched in 1979, covering the 110–150hp range.

The 2000 series had its problems: Massey Ferguson felt there was still room for improvement. The company started to listen to its customers and decided to send a detailed questionnaire to the existing 2000 series owners. This invited comments and suggestions to fine-tune the tractors to their requirements.

Being constantly at the sharp end, Massey Ferguson distributors and mechanics were also asked for their views. The combined results were then studied in detail and incorporated into the revised models. Massey Ferguson engineers also took advantage of the latest computer technologies to refine the finished designs, and components were checked and re-checked to ensure quality and reliability.

The Massey Ferguson 2685 was a classic tractor of the mid-1980s.

The result was the 2005 Series, which was introduced in 1985 and featured four models. These were the 100hp 2625, 110hp 2645, 130hp 2685 and 147hp 2725. The first two models were only in production for a year, while the others were available until 1987.

Like the other tractors in the range, the 2685 was fitted with a Perkins engine, in this case an A6.354.4, six-cylinder turbo-charged diesel. It was also the first tractor in the MF range to be fitted with an electronic lift. High and low gear changes could be activated on the move, and four-wheel drive was selected by the push of a button.

New heavy-duty twin rams linked to hydrostatic power steering gave a positive response, even under heavy front loads, while the reverse shuttle offered immediate and independent selection of forward and reverse drive.

Electronic draft control was an optional feature. This system used electronic sensors, which automatically measured changes in draft load, or hitch position. The big advantage was that it transmitted information about changing soil conditions to the hydraulic system electronically, which was faster and more accurate than mechanical sensing systems.

When conditions demanded, the push button actuated diff lock produced maximum traction, and power could be delivered to the fully independent two-speed pto. A new locking device was also introduced to improve shaft changes. When measured in terms of overall comfort, visibility, noise reduction and safety, the roomy 2005 Series cab was also a market leader in its way. New features included two doors, which allowed excellent access from both sides of the tractor. The air conditioning system was improved, and opening side windows also helped with ventilation. Roof-

A lot of thought and effort went into improving the existing 2000 Series.

The cab doors on either side improved access.

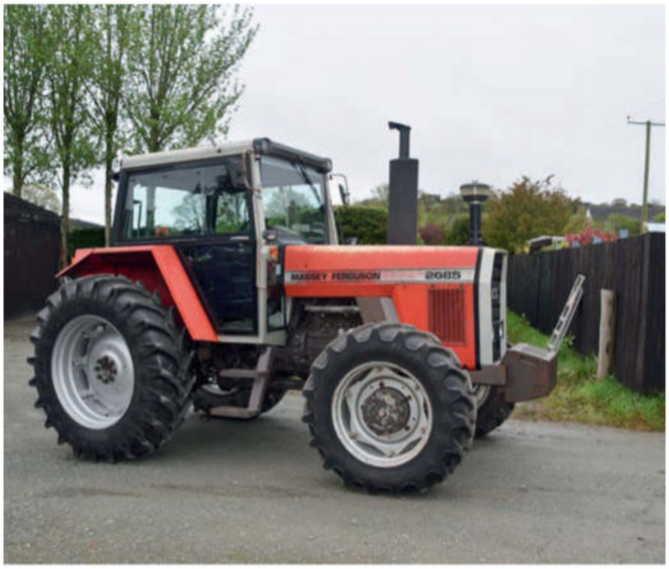
THE PERKINS ENGINE

One of the company's most popular engines was the model 6.354. This was a compact unit, despite its in-line six-cylinder design. The engine's performance was impressive, with early examples producing up to 112hp (84kW). This was later improved to 120hp. Key to its success was a small jackshaft driven by the timing gears for the auxiliary drive, while the oil pump used a quill shaft. This allowed it to run auxiliary equipment with simple couplings.

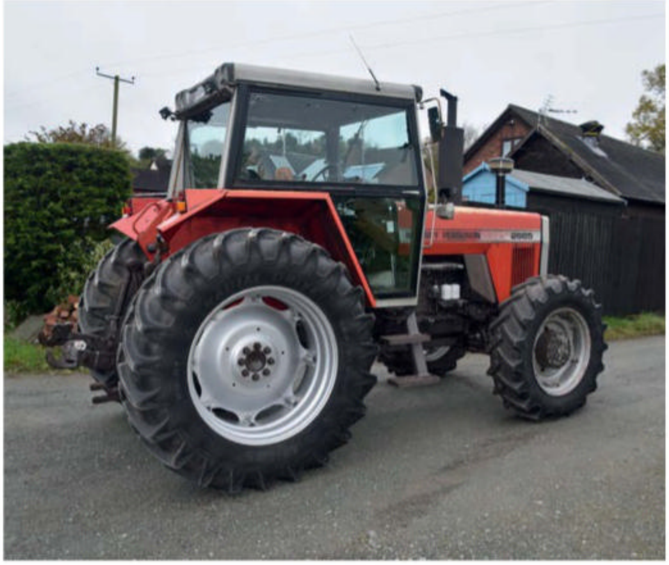
Over the years Perkins faced its share of challenges, including meeting stricter emissions. However, the company also found time to develop a new engine series for power generation and forklift trucks. Their core engines continued to be popular with several manufacturers, and the company was careful to maintain a worldwide profile. Perkins was eventually bought by Caterpillar in 1998, creating what was believed to be the world's largest diesel engine manufacturer.

The legend lives on, and Perkins engines are common in a wide range of machinery, including tractors. They are mainly used by parent company Caterpillar, and the subsidiary Perkins Marine. They also have a worldwide profile, with factories located in several countries.

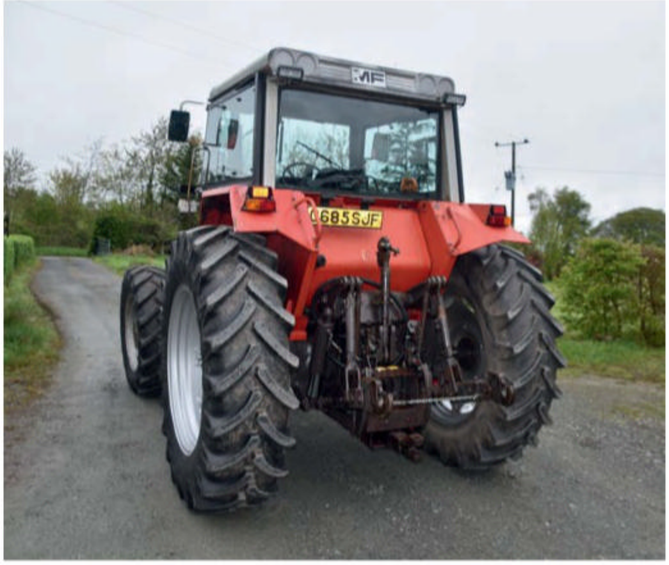
Paul is very fond indeed of Massey Ferguson tractors.



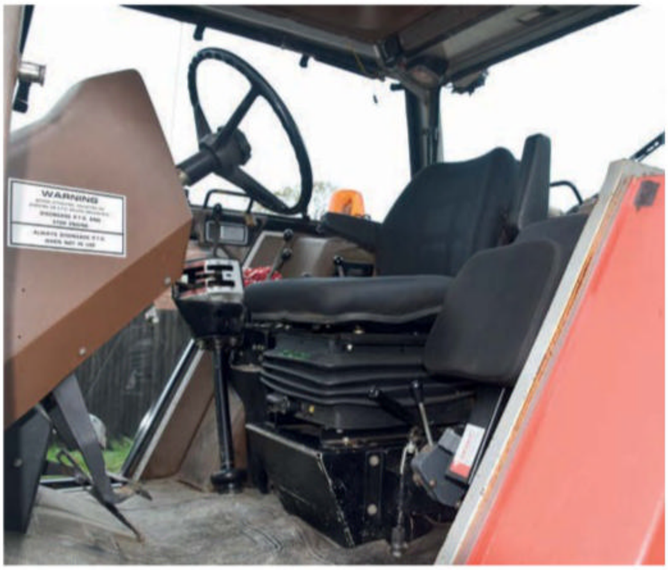
Roof mounted lights were a helpful addition.



It makes an imposing road presence nearly 40 years on.



It's equipped with hydrostatic power and wet disc brakes.



One has to say the cab has plenty of room in it.

The Perkins engine delivered plenty of torque at only 1,600rpm.

A6.354.4 had an ideal combination of power and flexibility.

mounted lights were a useful addition to the tractor's specification.

The county of Shropshire is no stranger to farming, and tractors are a way of life. In addition to the MF 2685 Paul owns a MF 1200, which was a popular tractor in its day.

BACK TO THE 2685

"I remember seeing a MF 1200 working locally when I was growing up, and promised myself I would acquire one when I got older," he explained. Having acquired his MF 1200, Paul decided to search for a 2005 Series."This was one of the better tractors in the 1980s, at a time when there was a lot of change," he said.

Paul bought his MF 2685 in May 2018 from Massey Ferguson dealers R.V.W. Pugh, based at Churchstoke in Montgomery, Powys. "I had been looking for a 2685 for some time, as there are not many examples of this model around," he said. "I phoned Pughs, and they said they had one of the tractors coming in. They suggested it was ok for me to have a look at it on the farm, so I went to check it out. The Massey had a hedge brush on the back and seemed fine." The tractor was working on a farm at Richards Castle near Ludlow. The rest of its history is a bit of a grey area. "The Massey looked in fair condition, so I came to an arrangement with the dealer," Paul said.

TECHNICAL SPECIFICATION

Produced:	1985–87
Engine:	Perkins A6.354.4
Cylinders:	6
Bore/stroke:	98 x 127mm (3.875in x 5.0in)
Power:	96.9 kW (130hp)
Displacement:	353.6 cu in (5.8L)
Rated speed:	2,400rpm
Torque:	435.0 Nm (320.8 lb ft)
Transmission:	16 forward, 12 reverse
Hydraulics (total flow):	54.9 lpm (14.5gpm)
Rear lift capacity:	7198kg (15,870lbs)
Wheelbase:	273cm (107.5in)
Length:	509cm (200.4in)
Height:	290cm (114.2in)
Weight:	5320kg (11,730lbs)
Tyres:	Front: 13.6 x 28 Rear: 18.4 x 38

According to Paul, the MF 2685 is nice to drive and typical of the performance he would expect from Massey Ferguson. "The tractor is a bit on the slow side, but has plenty of power in hand," he said. "It is certainly a big improvement over the MF 1200. The brakes are dependable, and the steering is fine. The transmission is easy to use, and there is plenty of room in the cab. The cab is a significant improvement over previous Massey Fergusons and is quieter than the MF 1200."

Although Paul is determined to keep his tractors in working order, he is not a fan of 'bottom up' restorations. "I don't particularly like seeing the older tractors all sprayed and painted up," he remarked. "I prefer to see them in working condition, because that is what they were designed to do."

That said, he does make sure the MF 2685 is well maintained and serviced regularly. "There were a few jobs needed doing when I first acquired the tractor," he recalls. "There were a couple of issues with the speed shift when I first bought the machine, but the dealer was up front, and I knew this in advance. I cured the problem by putting in a new solenoid. I also brought a set of weights for the front. The ground can get a big boggy in Shropshire with all the rain, and the extra traction is useful."

Like most makeovers, the tractor also needed a few bits and bobs. "I've added some new lights, cab parts and track rod ends," Paul said. "There are also two new tyres on the front. Other than that, the tractor has been brilliant."

Like a lot of enthusiasts Paul keeps his tractors stored away during the winter months and they are prepared for action during the spring. He is keen on using the Masseys on local road runs and he also likes taking them to regional shows. "As I recall the tractor's first outing was at the local Minsterley show, but my favourite event is probably the annual August Bank Holiday rally held at Onslow Park near Shrewsbury," he explained. "This is run by the County of Salop Steam Engine Society (COSSES) and is the largest of its type in the area. Fortunately, I know one of the organisers and my tractors often take part in the working field."

PAUL'S SUPPLIERS

Billcar Precision Engineering Ltd: Unit IA, March Way, Battlefield Enterprise Park, Shrewsbury, Shropshire, SY1 3JE Tel: 01743 450044; Fax: 01743 450084
Email: precision@billcar.co.uk
Website: www.billcar.co.uk
BTS (Bindings Tyre Service): the Garage, Adfa, Newtown SY16 3DB Tel: 01938 811199
Llansilin Tractors: Llansilin, Oswestry SY10 7PX Tel: 01691 791460
Website: https://llansilintractors.co.uk

The working field is one of the highlights of the Onslow rally and is open to tractors of all ages. "The crowd knows its stuff and it's an enjoyable weekend out," said Paul. "The oldest machine at last year's show dated back to 1916, and there were plenty of Massey Ferguson tractors on display. Obviously, its more enjoyable if the weather stays fine, but you can't always guarantee that with an English summer. The MF 2685 is in its element, and I usually work it with a chisel plough behind it."

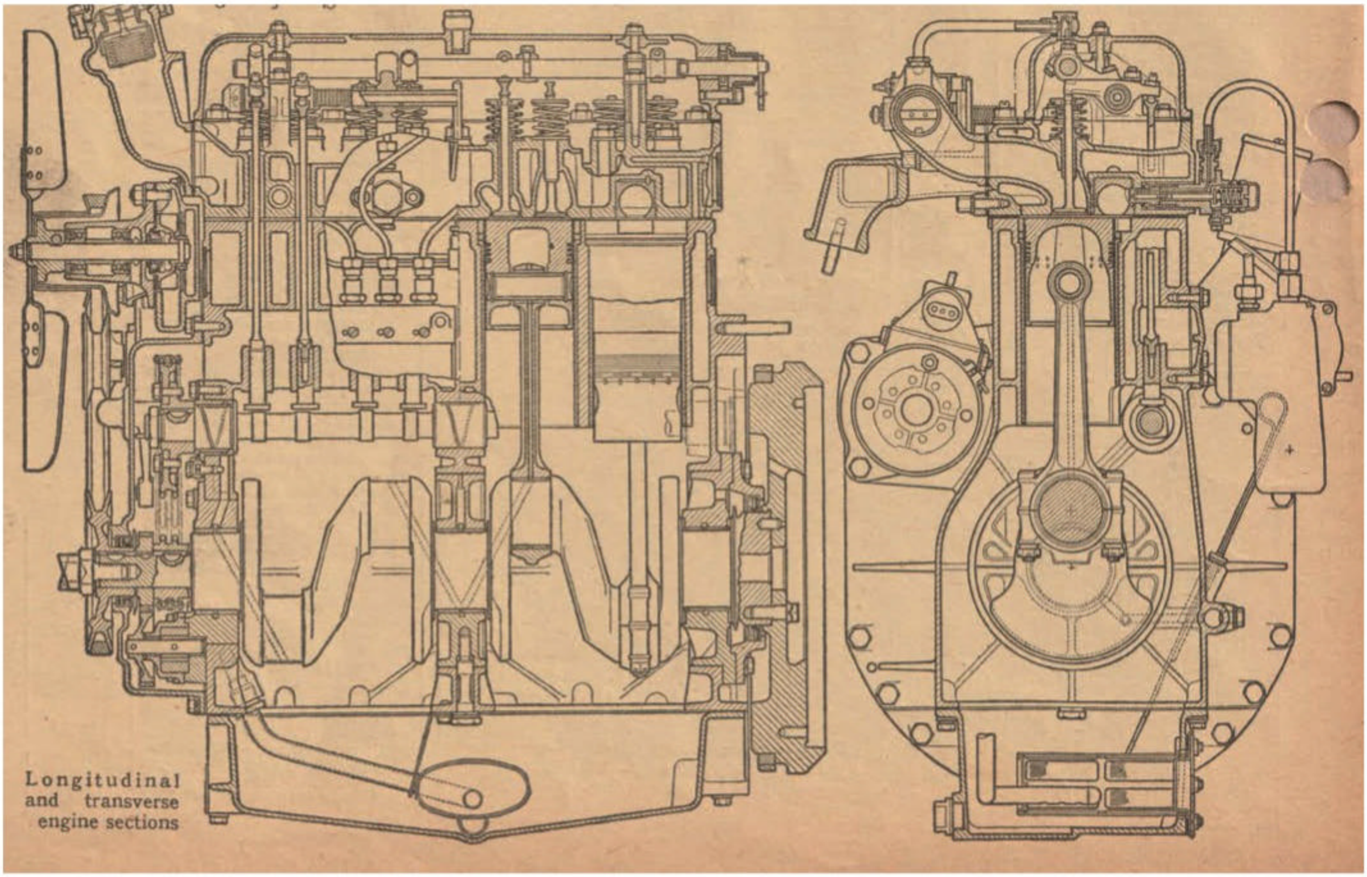
Paul also enjoys the occasional tractor run.

"Parts of Shropshire are hilly, although the MF 2685 takes most things in its stride," he said. "The tractor is quite manoeuvrable and can keep up with the traffic. That said, there are a lot of narrow and winding roads in the area, so you must keep your wits about you! Visibility from the cab is good and, of course, I am under cover. That's a definite bonus when there is rain about."

As I was taking my leave, I asked Paul about his future plans. "I get to work with tractors all the time, so don't see the need to build up a large collection," he said. "I am sure that will please my wife! That said, I certainly intend hanging on to the MF 2685 for the foreseeable future." ■

DIESEL DEVELOPMENTS

A workshop down in deepest Cornwall was the birthplace of the patented technology that enabled The Standard Motor Company to bring to market the Ferguson TE-F 20, the first Ferguson tractor to be equipped with a factory fitted diesel engine, says Jane Brooks.



The FE-F 2,089cc four-cylinder engine had a compression ratio of 17:1, the bore and stroke were 80.9mm and 101.6mm respectively and its power output was 25bhp.

By the end of the 1940s diesel power was becoming popular, and petrol/paraffin models less popular, although the only British manufacturer to use their own 'in house' diesel engine was David Brown with their Cropmaster tractor.

Harry Ferguson was reluctant to offer a diesel version of the Ferguson TE-20; he didn't like diesel, preferring the quieter petrol engine. This was not the case in the farming community as many farmers were turning to diesel, which led to the well-established engine manufacturer Franks Perkins offering a conversion kit, which enabled the retrospective fitting of the Perkins P3 diesel engine to both TE-20 tractors and the Ford tractor with the Ferguson System.

The Perkins P3 conversion produced 32bhp, whereas the Standard petrol engine was only 24bhp, and the P3 Ferguson became very popular and remained so, as they are still highly sought-after by collectors. They are recognisable due to the raised bonnet, which was a necessary alteration in order to fit the replacement engine.

In 1950, Harry Ferguson finally conceded that his customers wanted to be offered a factory-fitted diesel engine and that he would have to bring one to the market to keep up with other manufacturers.

Perkins, Meadows and Standard were considered as potential diesel engine producers for the tractor, and each manufacturer was given a tractor to fit their engine into for evaluation.

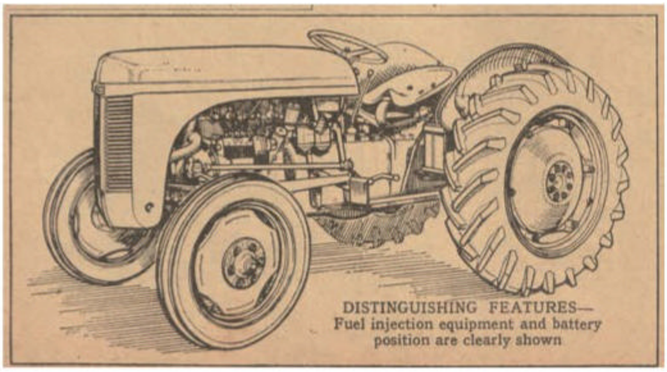
Perkins was ruled out because the alteration to the bonnet was deemed not entirely safe, as it raised the centre of gravity of the tractor.

A Meadows engine prototype was produced in 1950, using a Meadows 4DC 1/35 engine. It was registered for road use in September 1950 with the registration number of KDU 559.

In the end, the newly developed four-cylinder Standard 20C engine of the Standard Motor Company, which developed 25-belt horsepower, was chosen for the task.

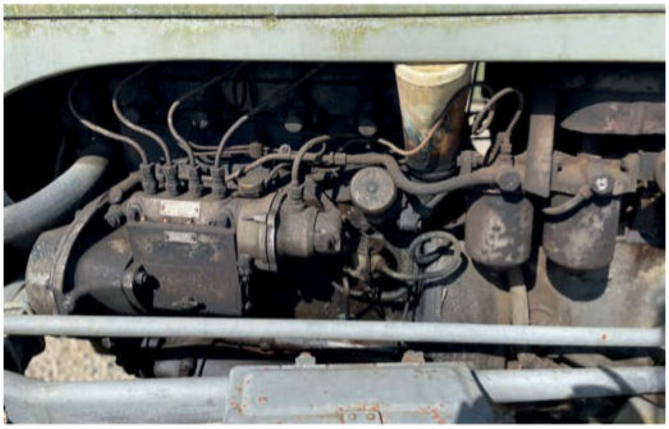
Work on Standard's diesel engine had started in 1947, with the first running prototype tested in 1948. The engine was developed by Arthur Freeman-Sanders, in conjunction with Standard.

A Ferguson TE-F 20 fitted with the Freeman-Sanders' designed Standard 20C diesel engine.

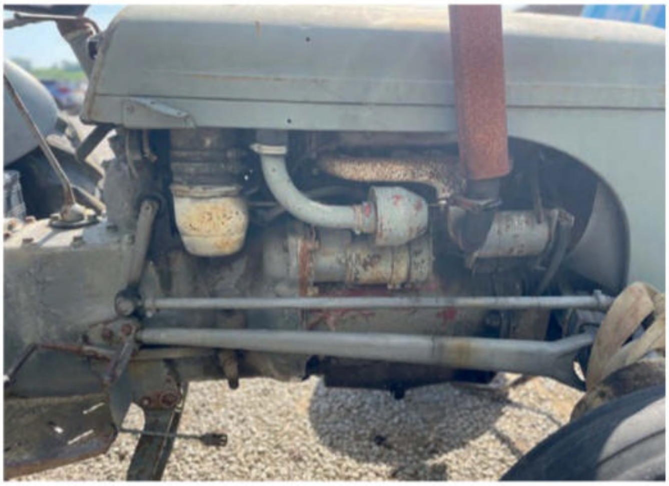


DISTINGUISHING FEATURES—
Fuel injection equipment and battery position are clearly shown

A sketch of the distinguishing features of the Ferguson TE-F 20.



A view of the TE-F 20 showing the CAV injection and the pair of fuel filters.



The Standard engine could not be retrofitted to a petrol TE-20 due to the position of the starter motor, which was on the right hand side for the diesel engine, plus a slightly different design to the gearbox casing.

CORNISH CONNECTION

The talents of Arthur Freeman-Sanders have largely gone unacknowledged. He was born in Bristol to a shipping merchant family in 1893, completed an engineering apprenticeship at the Bristol Tramways Company, saw service with the Royal Artillery during World War I, and joined R. A. Lister of Dursley, Gloucestershire (of stationary engine fame) on engine development after the war.

Working on both petrol and diesel engine design, by the 1920s he was seconded by Listers to join Harry Ralph Ricardo, at Ricardo Consulting Engineers of Shoreham on Sea, in order to learn more about small diesel engines. He worked with Ricardo on combustion chamber design to develop engines that would start from cold, be reliable and have a good power output.

This led to his development of Lister's first successful production diesel engine, plus the D and CS type engines. In 1934 Freeman-Sanders joined Fowlers of Leeds, where his expertise led to the development of Fowler's heavy diesel engines.

He established the Freeman-Sanders Engine Company, Consulting Engineers in 1940, with partners including Sir Leonard Coates and Col. Geldard (ex-Fowlers).

There is a bit of a gap in Freeman-Sanders' wartime history, not altogether surprising given his engineering background. But it is known that for some of the time he was working on an experimental, indirect injection six-cylinder diesel engine, which he fitted into a pre-war car.

By 1946 he was based at a former World War II emergency transatlantic Cable Station, Trembath Mills, between Lands End and Newlyn in Cornwall; it is here that much of the early development work for the Standard 20C engine took place.

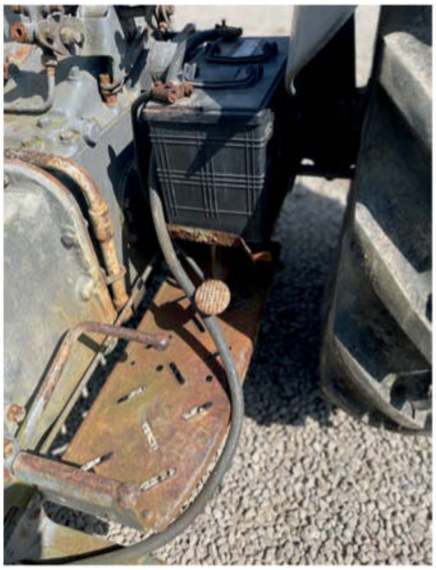
DUAL PURPOSE

At Banner Lane in Coventry, Charlie Phillips was in charge of development and David Eley on the drawing side, with Arthur Freeman-Sanders playing his part down in Cornwall.

The plan was to design a dual-purpose diesel engine suitable for both the Ferguson Tractor and the Vanguard car. With regards to the tractor, the engine had to fit under the fuel tank, use the same engine mountings as the other engines and, finally, suit the front axle so that there would be no changes to how it was forged.

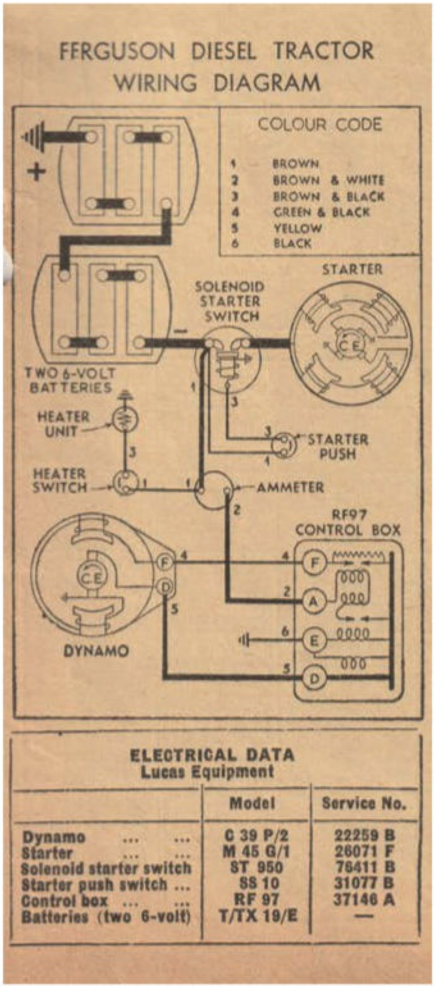
In addition, there could be no alteration to the tractor's wheelbase; in essence, it would need to be a completely new engine, but it had to fit exactly where the old one did. There were to be no raised bonnets or other alterations to the basic tractor, as there had been for the Perkins conversion. One thing the diesel engine did, however, was add 224lbs of extra weight to the tractor in comparison to the petrol version.

The Ferguson TE-F 20 equipped with a Standard 20C indirect injection engine was introduced in March 1951; an industrial version of the tractor, the TE-T 20, was also available. The 2089cc four-cylinder engine had a compression ratio of 17:1, the bore and stroke were 80.9mm



The battery mounting for the 12-volt system.

Indirect injection engines are not good cold starters and so the Standard 20C was fitted with a Ki-Gass system.


FERGUSON DIESEL TRACTOR
WIRING DIAGRAM
COLOUR CODE
1 BROWN
2 BROWN & WHITE
3 BROWN & BLACK
4 GREEN & BLACK
5 YELLOW
6 BLACK
STARTER
SOLENOID STARTER SWITCH
TWO 6-VOLT BATTERIES
HEATER UNIT
HEATER SWITCH
STARTER PUSH
AMMETER
RF97 CONTROL BOX
DYNAMO
C.E.
F
D
A
E

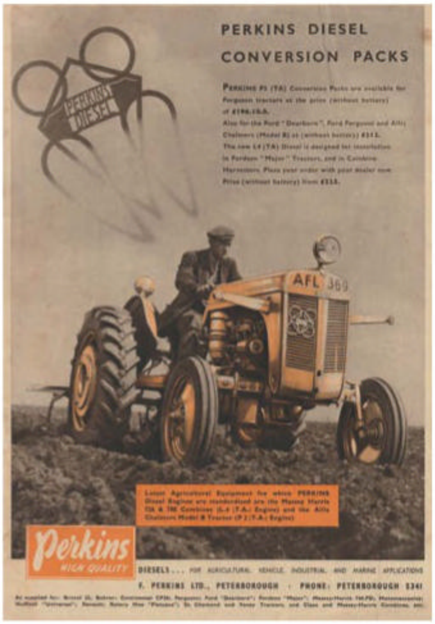
ELECTRICAL DATA
Lucas Equipment

	Model	Service No.
Dynamo	C 39 P/2	22259 B
Starter	M 45 G/1	26071 F
Solenoid starter switch	ST 950	76411 B
Starter push switch ...	SS 10	31077 B
Control box	RF 97	37146 A
Batteries (two 6-volt)	T/TX 19/E	—

A wiring diagram for the Ferguson TE-F 20.

PRESS EXTRACTS
Combustion-head Design
Well Tested

Press cuttings used to promote the diesel engine in 1954/55.


PERKINS DIESEL
CONVERSION PACKS
PERKINS DIESEL
AFL 369
Perkins
HIGH QUALITY
DIESELS . . . FOR AGRICULTURAL VEHICLE INDUSTRIAL AND MARINE APPLICATIONS
F. PERKINS LTD., PETERBOROUGH · PHONE: PETERBOROUGH

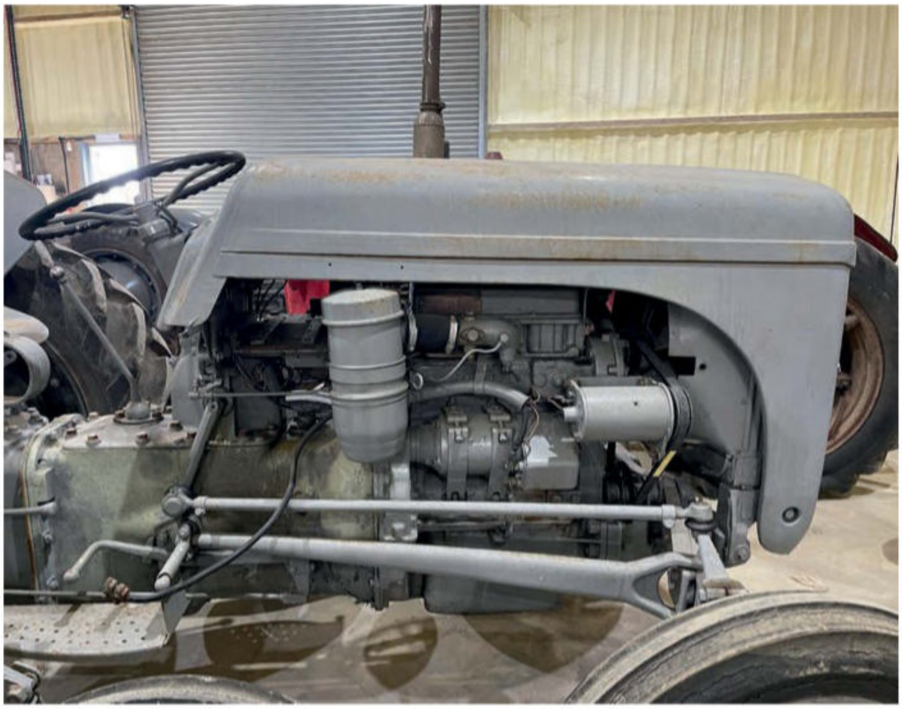
Advertising the Perkins P3TA diesel engine.

and 101.6mm respectively, and its power output was 25bhp at 2000rpm. The engines could also run on lamp oil.

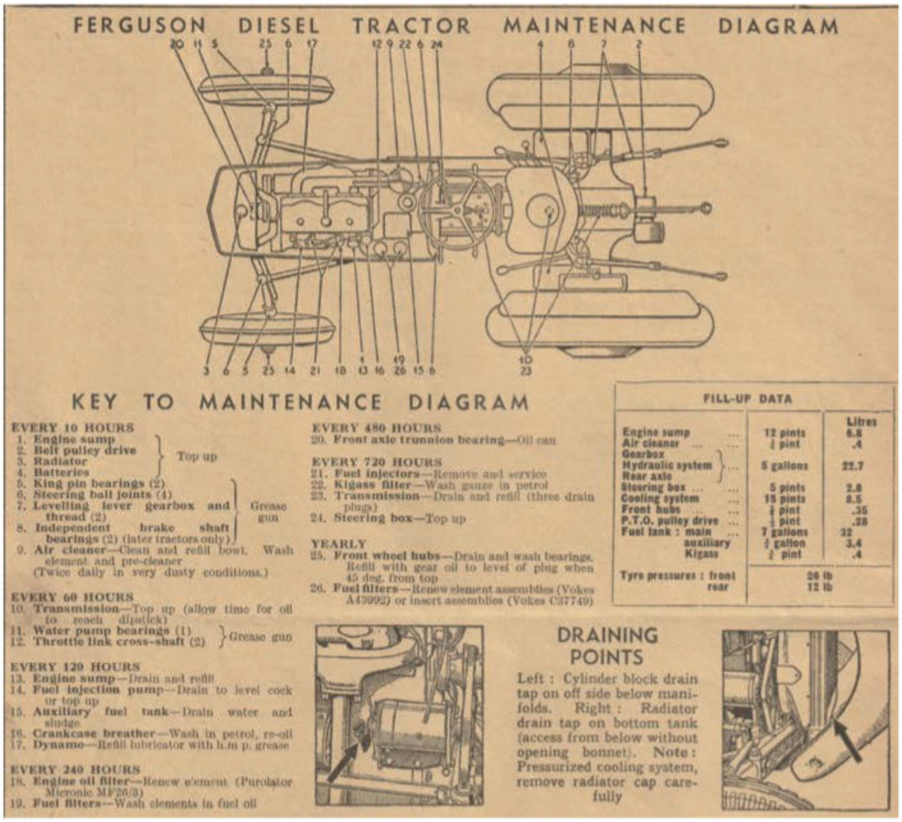
Although generally more efficient when it comes to fuel combustion, unlike direct injection engines, indirect injection engines are not good cold starters, and so the Standard 20C was fitted with a Ki-Gass system. There was also a heater plug on the inlet manifold, which was operated using a switch on the dash.

The engine used a 12-volt system with two six-volt Lucas batteries, which were mounted on the rear axle by the driver's seat, presumably to prevent any need for an adjustment to the bonnet height. Although the seat pan and the draft control lever had to be slightly modified to enable the fitting of the batteries.

There was also a Lucas starter motor which had mechanical re-engagement of the pinion, which led to the fitting of a spring loaded brass button on the top right hand side of the gearbox, which had to be pressed down before the starter motor could be operated using the gearlever.



The Perkins P3TA engine was widely available as a retrofit to the Ferguson TE-20.



FERGUSON DIESEL TRACTOR MAINTENANCE DIAGRAM

20 11 5
25 6 17
12 9 22 6 24
4 8 7 2
3 6 5 25 14 21 18
4
13 16
19
26 15 6
10
23

KEY TO MAINTENANCE DIAGRAM

EVERY 10 HOURS
1. **Engine sump** } Top up
2. **Belt pulley drive** } Top up
3. **Radiator** } Top up
4. **Batteries** } Top up
5. **King pin bearings** (2) } Grease gun
6. **Steering ball joints** (4) } Grease gun
7. **Levelling lever gearbox and thread** (2) } Grease gun
8. **Independent brake shaft bearings** (2) (later tractors only) } Grease gun
9. **Air cleaner**—Clean and refill bowl. Wash element and pre-cleaner (Twice daily in very dusty conditions.)

EVERY 60 HOURS
10. **Transmission**—Top up (allow time for oil to reach dipstick)
11. **Water pump bearings** (1) } Grease gun
12. **Throttle link cross-shaft** (2) } Grease gun

EVERY 120 HOURS
13. **Engine sump**—Drain and refill
14. **Fuel injection pump**—Drain to level cock or top up
15. **Auxiliary fuel tank**—Drain water and sludge
16. **Crankcase breather**—Wash in petrol, re-oil
17. **Dynamo**—Refill lubricator with h.m.p. grease

EVERY 240 HOURS
18. **Engine oil filter**—Renew element (Purolator Micronic MF26/3)
19. **Fuel filters**—Wash elements in fuel oil

EVERY 480 HOURS
20. **Front axle trunnion bearing**—Oil can

EVERY 720 HOURS
21. **Fuel injectors**—Remove and service
22. **Kigass filter**—Wash gauze in petrol
23. **Transmission**—Drain and refill (three drain plugs)
24. **Steering box**—Top up

YEARLY
25. **Front wheel hubs**—Drain and wash bearings. Refill with gear oil to level of plug when 45 deg. from top
26. **Fuel filters**—Renew element assemblies (Vokes A43992) or insert assemblies (Vokes C37749)

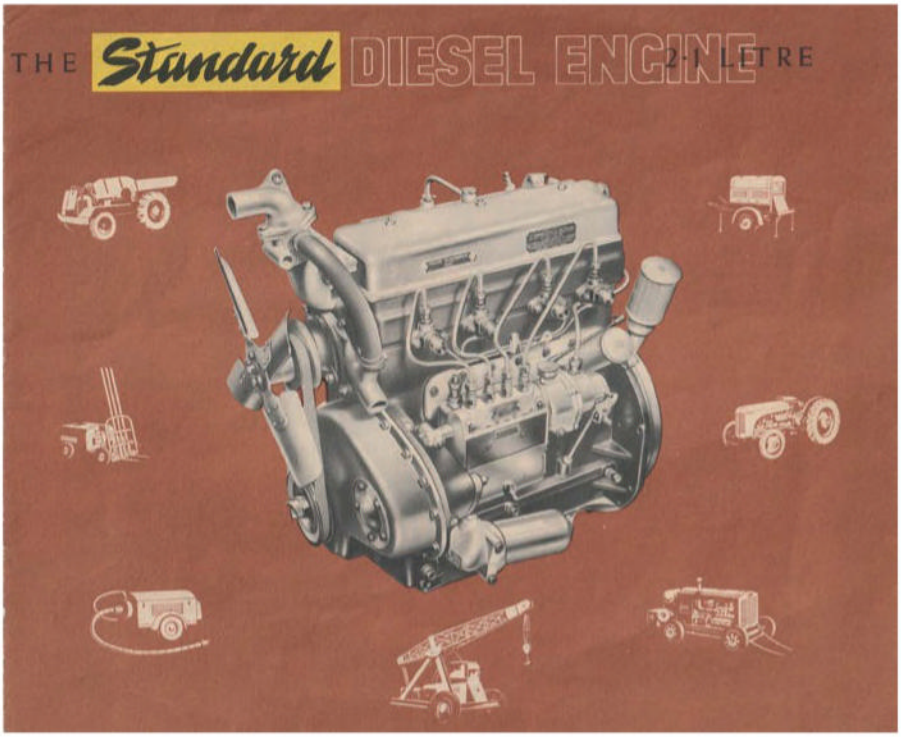
FILL-UP DATA

		Litres
Engine sump ...	12 pints	6.8
Air cleaner	¾ pint	.4
Gearbox Hydraulic system Rear axle } ...	5 gallons	22.7
Steering box	5 pints	2.8
Cooling system ...	15 pints	8.5
Front hubs	⅝ pint	.35
P.T.O. pulley drive ...	½ pint	.28
Fuel tank : main ...	7 gallons	32
auxiliary	¾ gallon	3.4
Kigass	¾ pint	.4
Tyre pressures : front	26 lb	
rear	12 lb	

DRAINING POINTS

Left : Cylinder block drain tap on off side below manifolds. Right : Radiator drain tap on bottom tank (access from below without opening bonnet). Note : Pressurized cooling system, remove radiator cap carefully

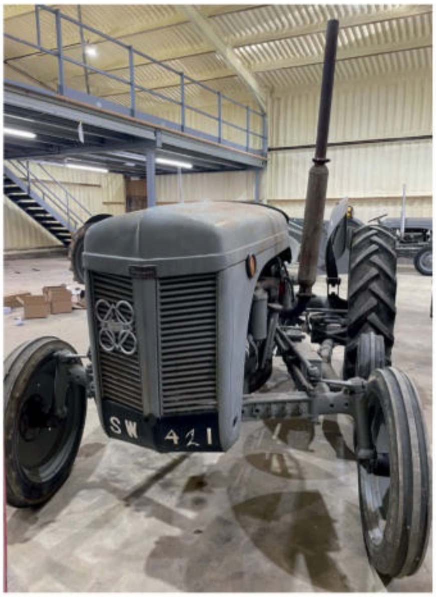
A Ferguson diesel tractor maintenance diagram taken from an original 1952 Motor Trader data supplement.



THE Standard DIESEL ENGINE 2·1 LITRE

The Standard TE-F engine when it was first advertised.

There was one rather glaring problem with the Standard engine; it could not be retrofitted to a petrol TE 20, which meant that the conversion specialists would continue to use the Perkins engine.



A front view of a TE-20 fitted with the Perkins engine.

This was due to a difference in the position of the starter motor, which was on the left of the bell housing for the petrol or TVO Ferguson, but on the right hand side for the diesel engine, plus a slightly different design to the gearbox casing. The Ferguson TE-F 20 was made until the end of UK production in 1946.

LE PETIT GRIS

Harry Ferguson's TE-20 became a very popular tractor in France, where it was affectionately called Le Petit Gris – the little grey. To the French it was a replacement for the Ford with Ferguson system 9N and 2N tractors that had found their way to France. However, as the supply of these tractors died out and, in common with most of Europe, countries faced post-war shortages and economic difficulties, small tractors were in demand and these included Harry Ferguson's new British built tractor.

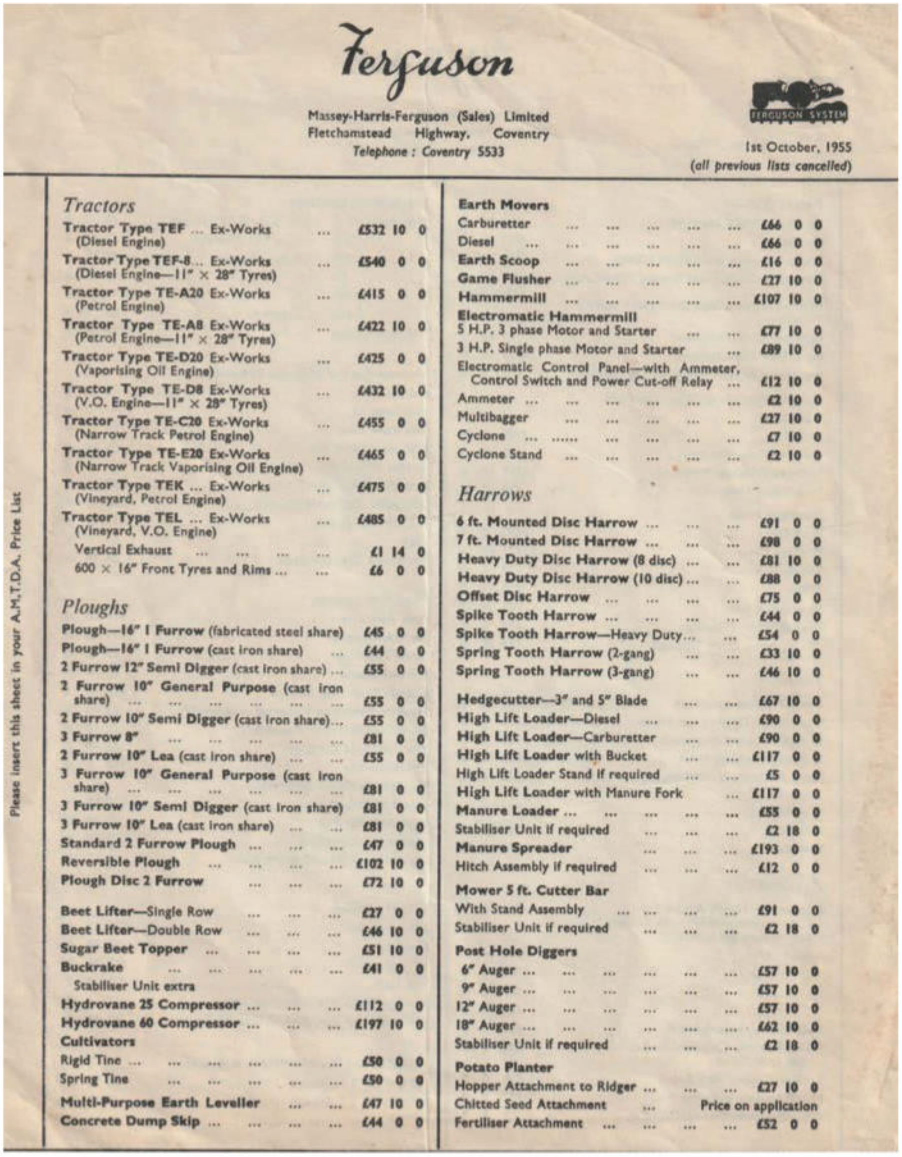
In 1947 Harry Ferguson was all set to start exporting Banner Lane made tractors to France. He appointed a French distributor COGEMA, to service an order for 5,000 Ferguson TE-20 tractors.

However, the French Government would only allow 1,000 to be imported, although the following year numbers hit over 6,000. The tractor's popularity in France was bolstered by the introduction of the narrow and vineyard versions.

French import restrictions were still a problem and this led to a joint venture between the Standard Motor Company and Automobiles Hotchkiss, Societe Standard-Hotchkiss being sanctioned by the French Government. Harry Ferguson also took over COGEMA, renaming the business Harry Ferguson de France SA.

From 1953 until 1956 Ferguson TE-F 20 tractors (and other variants) were assembled in St. Denis, near Paris using the Standard diesel engine, as part of the

The raised bonnet, which is synonymous with a Perkins P3 Ferguson TE-20 conversion, is clearly seen here.



Ferguson

Massey-Harris-Ferguson (Sales) Limited
Fletchamstead Highway, Coventry
Telephone : Coventry 5533

1st October, 1955
(all previous lists cancelled)

Please insert this sheet in your A.M.T.D.A. Price List

Tractors

Tractor Type TEF ... Ex-Works (Diesel Engine) ...	**£532 10 0**
Tractor Type TEF-8 ... Ex-Works (Diesel Engine—11" × 28" Tyres) ...	**£540 0 0**
Tractor Type TE-A20 Ex-Works (Petrol Engine) ...	**£415 0 0**
Tractor Type TE-A8 Ex-Works (Petrol Engine—11" × 28" Tyres) ...	**£422 10 0**
Tractor Type TE-D20 Ex-Works (Vaporising Oil Engine) ...	**£425 0 0**
Tractor Type TE-D8 Ex-Works (V.O. Engine—11" × 28" Tyres) ...	**£432 10 0**
Tractor Type TE-C20 Ex-Works (Narrow Track Petrol Engine) ...	**£455 0 0**
Tractor Type TE-E20 Ex-Works (Narrow Track Vaporising Oil Engine) ...	**£465 0 0**
Tractor Type TEK ... Ex-Works (Vineyard, Petrol Engine) ...	**£475 0 0**
Tractor Type TEL ... Ex-Works (Vineyard, V.O. Engine) ...	**£485 0 0**
Vertical Exhaust	**£1 14 0**
600 × 16" Front Tyres and Rims	**£6 0 0**

Ploughs

Plough—16" 1 Furrow (fabricated steel share)	**£45 0 0**
Plough—16" 1 Furrow (cast iron share) ...	**£44 0 0**
2 Furrow 12" Semi Digger (cast iron share) ...	**£55 0 0**
2 Furrow 10" General Purpose (cast iron share)	**£55 0 0**
2 Furrow 10" Semi Digger (cast iron share)...	**£55 0 0**
3 Furrow 8"	**£81 0 0**
2 Furrow 10" Lea (cast iron share)	**£55 0 0**
3 Furrow 10" General Purpose (cast iron share)	**£81 0 0**
3 Furrow 10" Semi Digger (cast iron share)	**£81 0 0**
3 Furrow 10" Lea (cast iron share)	**£81 0 0**
Standard 2 Furrow Plough	**£47 0 0**
Reversible Plough	**£102 10 0**
Plough Disc 2 Furrow	**£72 10 0**
Beet Lifter—Single Row	**£27 0 0**
Beet Lifter—Double Row	**£46 10 0**
Sugar Beet Topper	**£51 10 0**
Buckrake	**£41 0 0**
Stabiliser Unit extra	
Hydrovane 25 Compressor	**£112 0 0**
Hydrovane 60 Compressor	**£197 10 0**
Cultivators	
Rigid Tine	**£50 0 0**
Spring Tine	**£50 0 0**
Multi-Purpose Earth Leveller	**£47 10 0**
Concrete Dump Skip	**£44 0 0**

Earth Movers	
Carburetter	**£66 0 0**
Diesel	**£66 0 0**
Earth Scoop	**£16 0 0**
Game Flusher	**£27 10 0**
Hammermill	**£107 10 0**
Electromatic Hammermill	
5 H.P. 3 phase Motor and Starter	**£77 10 0**
3 H.P. Single phase Motor and Starter ...	**£89 10 0**
Electromatic Control Panel—with Ammeter, Control Switch and Power Cut-off Relay ...	**£12 10 0**
Ammeter	**£2 10 0**
Multibagger	**£27 10 0**
Cyclone	**£7 10 0**
Cyclone Stand	**£2 10 0**

Harrows

6 ft. Mounted Disc Harrow	**£91 0 0**
7 ft. Mounted Disc Harrow	**£98 0 0**
Heavy Duty Disc Harrow (8 disc)	**£81 10 0**
Heavy Duty Disc Harrow (10 disc)	**£88 0 0**
Offset Disc Harrow	**£75 0 0**
Spike Tooth Harrow	**£44 0 0**
Spike Tooth Harrow—Heavy Duty... ...	**£54 0 0**
Spring Tooth Harrow (2-gang)	**£33 10 0**
Spring Tooth Harrow (3-gang)	**£46 10 0**
Hedgecutter—3" and 5" Blade	**£67 10 0**
High Lift Loader—Diesel	**£90 0 0**
High Lift Loader—Carburetter	**£90 0 0**
High Lift Loader with Bucket	**£117 0 0**
High Lift Loader Stand if required	**£5 0 0**
High Lift Loader with Manure Fork ...	**£117 0 0**
Manure Loader	**£55 0 0**
Stabiliser Unit if required	**£2 18 0**
Manure Spreader	**£193 0 0**
Hitch Assembly if required	**£12 0 0**
Mower 5 ft. Cutter Bar	
With Stand Assembly	**£91 0 0**
Stabiliser Unit if required	**£2 18 0**
Post Hole Diggers	
6" Auger	**£57 10 0**
9" Auger	**£57 10 0**
12" Auger	**£57 10 0**
18" Auger	**£62 10 0**
Stabiliser Unit if required	**£2 18 0**
Potato Planter	
Hopper Attachment to Ridger	**£27 10 0**
Chitted Seed Attachment ...	**Price on application**
Fertiliser Attachment	**£52 0 0**

An original price list dating from October 1955, showing that at £540 ex-works, the Ferguson TE-F 20 was the most expensive of the Ferguson tractors on offer, particularly when fitted with 11 x 28in tyres.

partnership between the Standard Motor Company and Automobiles Hotchkiss. Hotchkiss-Delahaye also produced the later version of the 20C engine, the Standard 23C diesel.

In 1953 and 1954 French built TE-F 20s had two serial numbers, one that followed the same system as the Banner Lane built tractors and another, usually on the gearbox, with a French serial number. Originally the tractors were mostly made from parts produced in England, but as time went by, more components were sourced in France and, from 1957, the upgraded 30hp Ferguson FF 30, although sometimes mistaken for a Ferguson TE-F 30, was a French production.

On the serial plate it states that the tractors were built by the Standard-Hotchkiss Company for Harry Ferguson de France S.A., after the merger it was changed to incorporate the Massey-Harris-Ferguson name. (Construit par la Societe Standard Hotchkiss a St. Denis, Seine pour la Cie Massey-Harris-Ferguson France).

There were also narrow and vineyard versions of the TE-F 20 produced in France; these were the TE-G20 and the TE-N 20

DIESEL TAXI

A modified version of Standard's 20C engine was the first diesel engine to be approved for use in London taxis in 1952.

In 1954 the engine became the first to be used in a British passenger car when it was fitted into the Standard Vanguard Saloon. Unfortunately, unlike the very popular diesel powered Ferguson tractor, the car was less successful. It weighed a great deal more than its petrol counterpart, around 200lbs, cost over £400 more and had a top speed of 65mph, which took just over 47 seconds to reach.

It was slated by *The Autocar* magazine. Just 1,973 diesel Vanguards were sold and it had the unique claim to being both the first, and the last, diesel car that Standard produced.

Arthur Freeman-Sanders registered over 40 patents, but by far the highest profile work that he and his company undertook was with The Standard Motor Company and the design of the 20C diesel engine. The design of the combustion chambers was to the Freeman-Sanders' patent with which he granted a licencing agreement to The Standard Motor Company, permitting them to use his patented designs in both tractor and industrial engines.

Freeman-Sanders also worked with Rolls Royce, David Brown and Marshalls. He is also said to have designed a cylinder head that enabled a 500cc Norton motorbike, with a heavily strengthened engine, to run on diesel. He was seen driving around the Cornish lanes on the Norton; unfortunately the bike has disappeared since its inception in the 1950s.

Arthur Freeman-Sanders' early work on the development of commercially viable diesel engines is not that well recognised, but there are many hundreds of thousands of Ferguson, Massey Ferguson and other makes of tractors working in the world today thanks to his innovative designs. ■

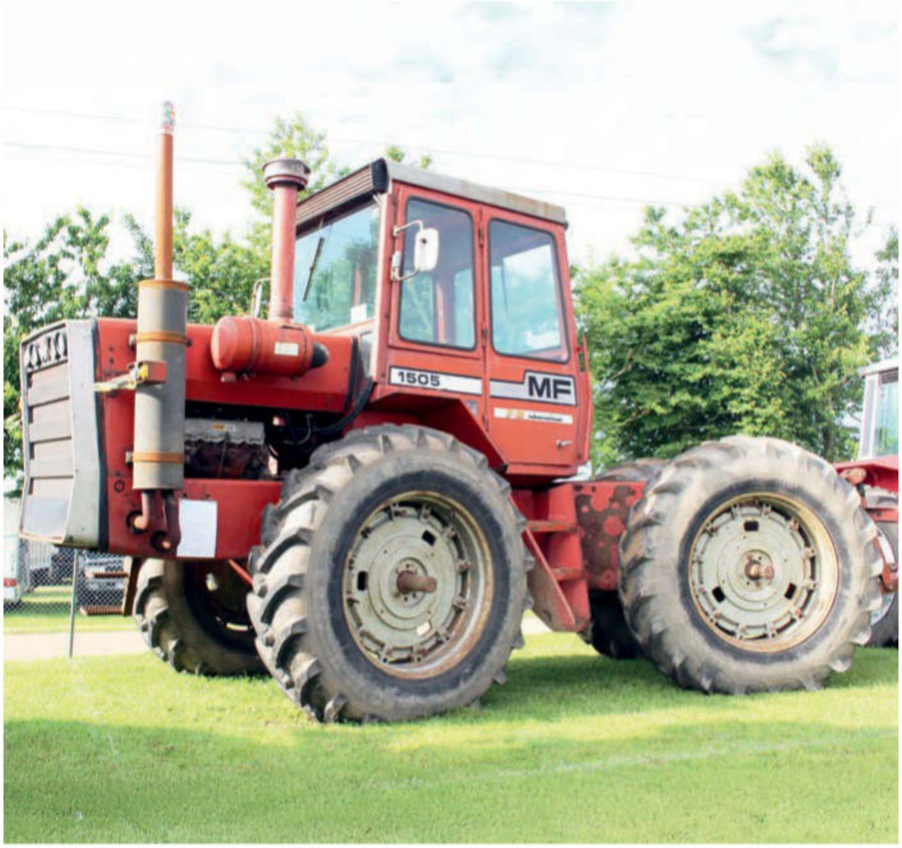
JONATHAN WHITLAM

Launched in its native North America in 1975, it was not long before Massey Ferguson's big articulated four-wheel drive tractor was offered to British farmers. The 1505 was launched at that year's Royal Smithfield Show where it caused something of a stir, which was not surprising given its huge size compared with what farmers on this side of 'The Pond' were used to.

TOO BIG TOO SOON? MF 1506

The story of the 1505 went back to 1971 and the original articulated MF tractors, the 1500 and 1800, which were part of a completely new design that also included the smaller British built 1200; all had a family look and many similarities, although the 1200 was very much designed for the European market with its 108hp, six-cylinder engine. Massey Ferguson did toy with selling the other larger machines in the UK, and it seems that a few 1500 units were brought across the Atlantic. In 1975 MF choose the smaller of the new updated big two, the 1505, to dip their toe in the water in a larger push for sales.

The 1505 was an impressive beast, with power coming from a Caterpillar 3208 V8 engine producing 185hp, a cab mounted on rubber blocks for quietness and was equipped with air-conditioning, 12- speed transmission, as well as a 1000rpm power take-off. But were British farmers prepared to buy such a behemoth? It was true that some larger size farmers and contractors were moving in that direction, with Muir-Hill enjoying limited success with its 160hp 161 model from 1969, and even more powerful 171 by the time the 1505 came along; and Massey Ferguson themselves had sold a few of their large, rigid, two-wheel drive 1135 and 1155 tractors into Britain as well. However, this large tractor market was very small and it was certainly a big question as to whether the 1505 would gain any sales.



The Massey Ferguson 1505 was the smallest of the North American MF articulated, four-wheel drive tractors, but it certainly was not small when sold in the UK! This giant machine was not really designed for European farms and had several disadvantages, mostly in terms of the rear linkage not being suitable for heavy implements as it was very much designed as a drawbar machine. The Caterpillar engine also proved to be something of an Achille's heel, with reliability issues that let the rest of the tractor down.

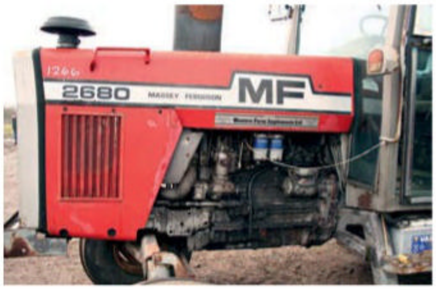
In the end a few units were sold, but there were apparently some problems, most notably with the CAT power source, which was plagued with reliability issues and, as word of this got around, interest in the machine began to quickly evaporate. This was a shame as, by the end of the 1970s, not only were Steiger articulated four-wheel drive tractors being sold in Britain by Offchurch Tractors, but Ford also brought over their Steiger built FW-30 model and then the bigger FW-60 in 1980 and began to enjoy some success. They were followed by John Deere with their 8440 and 8640 models, proving that there was an appetite, albeit it rather small in comparison with the tractor market in general, for such huge machines. The interest in such monster tractors did prove to be rather short-lived, however, especially with the market becoming somewhat saturated by the early 1980s, and the demand shrank even further by the middle of the decade. But there was no doubt that the giant prairie tractors in general did gain quite a strong following.

The 1505 was, perhaps, a bit early on the scene to really get in on the act, but it is certain that its replacement, the 4000 Series, did make some inroads in the UK, especially the 4840, following their American introduction in 1978. But why did the 1505 fail? Was it due to that Caterpillar engine or was it a case of just being too early on the scene in the UK? What do you think, have you ever owned a 1505 or have an opinion on it? Please let us know via the Editor.

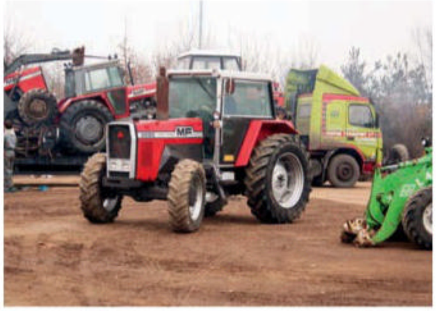
BIG BEAUVAIS BEAUTIES – THE MF 2000 SERIES

PART 2

Jonathan Whitlam looks at the Massey Ferguson 2000 Series which was a bit of a hit and miss tractor for the company, but in preservation times they are being appreciated more and more

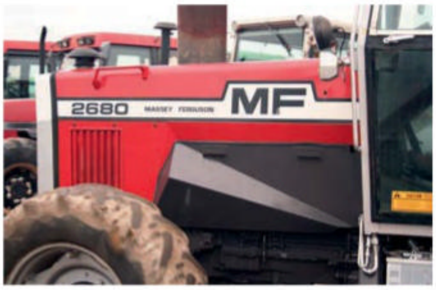


A close look at the engine of a two-wheel drive 2680, showing the Perkins six-cylinder 5.8 litre unit that was turbocharged for this application and rated at 120hp in original form, and later increased to 126hp. Normally a metal shield covered the engine on both sides, but most of these were taken off for maintenance and never refitted.



This restored 2680 still has its original chunky exhaust, as well as its engine side panels. Note the similarity of the design to the 500 Series tractors being unloaded in the background; a strong family look being a staple of this era of MF tractors and one that carried over to the 200 Series, also introduced in 1979.

This 2000 Series, possibly a 2680, although it is hard to tell due to the owner's signage on the bonnet, has forged a life for itself outside of agriculture and works in a boatbuilding yard in Suffolk.



A close-up of the removeable metal plate that covered the engine on both sides when the 2000 Series were new. This addition was probably done for aesthetic reasons more than anything else and must have added to engine heating instead of cooling. This was an early example of what would later become the popular feature of covering the engine amongst several tractor manufacturers.

Up to 1979 the Massey Ferguson factory in Beauvais, France had not produced many large tractors. The 1080 had been a large four-cylinder model of 88hp and this was then replaced by the 595, based on the same mechanical units, but this was the largest tractor to be built there from its introduction in 1974, up to the launch of a new range in 1979. It was that year that saw a big change and the beginning of an ever-increasing growth in the size and power of Massey Ferguson tractors to be built at the plant.

The new tractors were called the 2000 Series and they were unlike any other European tractors at the time. However, if you were from North America the new machines would not have looked completely unfamiliar.

Massey Ferguson needed to keep up with all these developments and had not enjoyed a lot of success in selling the earlier 1135 and 1155 into the British market, beyond a handful of examples alongside the articulated 1505 and 1805, and then more recently the big articulated 4000 Series. It was obvious that larger rigid machines were going to be needed to keep the company competitive in this growing market and so the designers took the American 2000 Series and used it as a base to produce a much more suitable machine for European agriculture. The opportunity was also taken with the design of these tractors to incorporate several features that made major maintenance tasks easier, with modular parts mounted together for easy removal and clever use of jacking points to enable whole wheel and axle assemblies to be rolled out from underneath the tractor for component replacement and renovation.

The overall look of the original 2000 Series was retained for the most part with the same cab being used, although the interior was changed compared with its American predecessor. The single door and large glass area was still there and caused just as much of a stir when it appeared as it had done in the States.

THE FIRST TWO MODELS

It was in 1979 that the new models rolled out and to begin with there were just two: the 2640 and the 2680. The first was the 2640, unveiled in France in March followed by the 2680 later in the year. These were both offered in two- and four-wheel drive form, with the latter being by far the most often selected by British farmers, and, with power ratings of 104 and 120hp respectively, these were large tractors that looked very impressive.

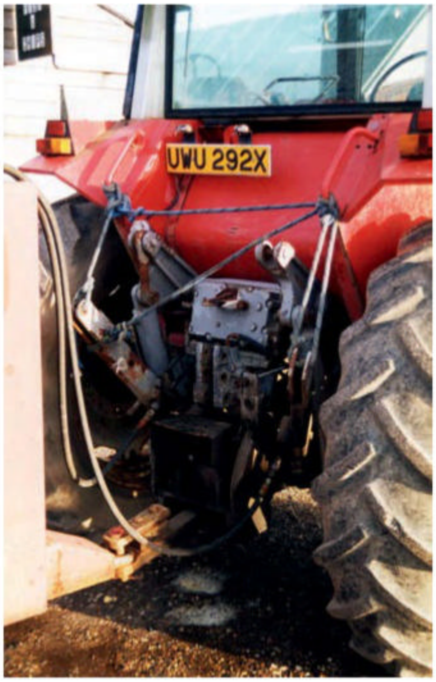
The Perkins engines used in the French built 2000 Series tractors were very reliable and much liked by users. They had a reputation for plodding on and holding onto their power, even with lower engine revs. Good maintenance would prolong the active life of these engines, and if looked after have proved to be very resilient, even after many years of hard work.

At the time of the introduction of the 2640, Massey Ferguson gave a great deal of background information to publicise the new model, highlighting over five years of co-operative development work between the European and North American arms of the company. They claimed that there were four main design criteria that had been followed to produce the new range: driver comfort, reliability, serviceability, and versatility.

Today we take large tractors very much for granted, but back in 1979 these new models were seen as very large and, even with modest power outputs, they were still seen as amongst the biggest machines then available, and with four-wheel drive as part of their original design format they certainly had the necessary weight and traction to perform well at even the heaviest of draft work.

Both were powered by the same Perkins six-cylinder engines with a capacity of 5.8 litres, with the 2680 having a turbocharged version to get the extra horses. These were efficient, smooth running power plants that had already been used for some time previously in other applications, including combine harvesters, and were well tried and tested. For use in the new tractors MF substantially tweaked the Perkins engine to increase their reliability even further than they had already achieved, plus also made them quieter and smoother running. The power units were rated to 2,400rpm and developed maximum torque at 1,450rpm.

A new transmission, providing 16 forward and 12 speeds in reverse, was standard and was also equipped with an evolution of Multi-Power, called Speedshift, basically splitting each main gear in to high and low speeds and all controlled by the levers and buttons up on the console to the right-hand side of the driving seat. Speedshift saw an electrically operated switch being used for selecting high and low, and this became a staple of later Massey Ferguson models, such as the 3000 and 3600 Series introduced in 1986. A manual shuttle reverse feature allowed for changes directly from forward to a reverse gear that corresponded to the speed the tractor was travelling at.

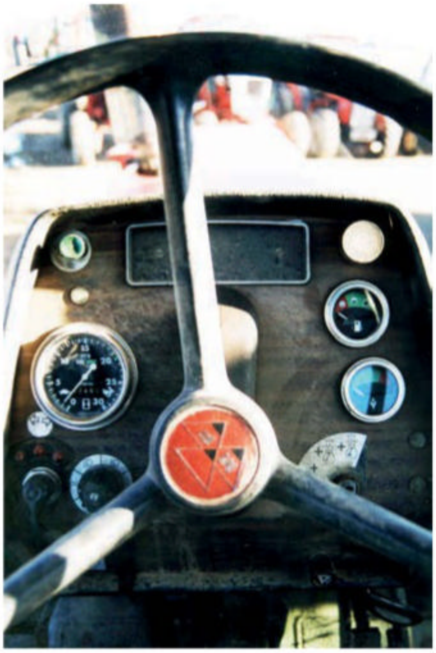


Rear view showing the distinctive backend of the 2000 Series, although in this case only the drawbar is being used and the link arms have been roped up out of the way. The lift capacity of the rear linkage was ample enough at the time of their launch, but did tend to become inadequate as time passed and larger implements became the norm on many farms.

Finished in the traditional red and grey, the look of the tractors was further enhanced by special grey plates mounted to either side of the bonnets covering the engine, making the tractors look even more modern and sleek. This little feature seldom survived for very long in normal use however, as once they were removed for maintenance it was soon discovered that it was easier to just leave them off.

The cabs were of course a major new feature and included air-conditioning and a maximum noise at the driver's ear of only 82dBA. A total of 4.7 square metres of tinted glass was fitted including one-piece upper and lower front windscreen for unrivalled forwards visibility, while slim pillars and a single door that hinged on the rear pillar, gave excellent all-round vision from the driver's seat, which was fully suspended, had folding armrests, and could be adjusted forwards and backwards and up and down to suit individual operator's needs. ■

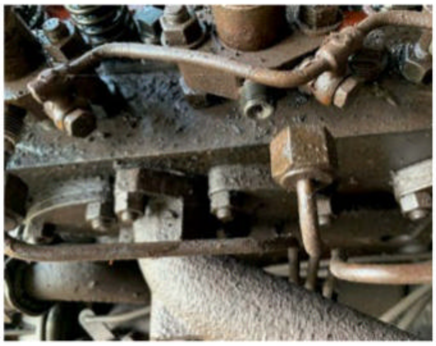
The 2000 Series cab has remained a pleasant working environment, with its large glass area giving excellent vision from the seat and a light and airy feel, although once the air-conditioning system gave up the ghost it could be rather hot in the middle of summer. The round details at the top front corner were part of the aesthetic design and served no practical purpose.



The French built tractors kept a part of their American heritage in having a fake wooden finish to the dashboard, at least on early production tractors. Analogue dials provided all the operating information that was necessary for the driver to keep an eye on the machine during work.

KEEPING THEM ORIGINAL

In this issue our 'Tractor Lad' Ben Phillips starts to get to grips with the Massey Ferguson 35 original, which he is just going to tidy up, as only he can.



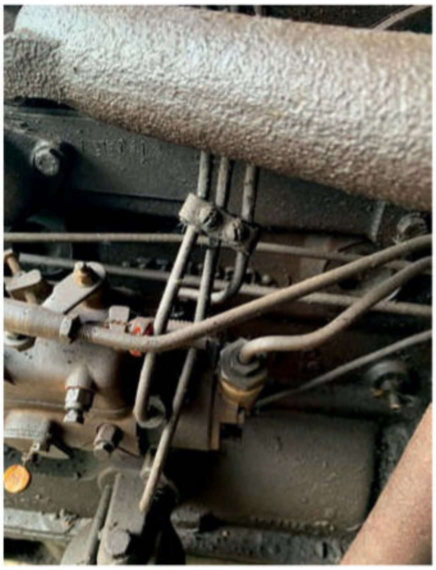
I now needed to undo the fuel unions on the injectors, as I wanted to get the injectors out.

When I left off last time I had opened the top part of this engine up and revealed nothing untoward, so now it was time to delve in some more. To get into this engine further meant the cylinder head would need to be removed, but before that I would have to remove some more parts. The first job I tend to do is undo the injector pipes, as the cylinder head wouldn't lift off with those connected.

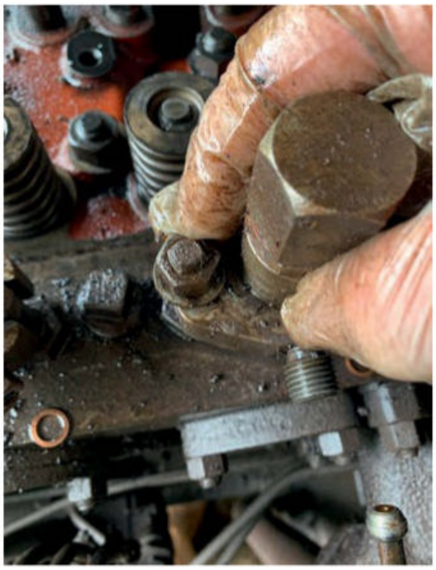
On the injectors next to the main pipes the leak off unions were found, so I undid these as well. As I followed this leak off pipe from the injectors I could see a rather crude repair had taken place at some point, this pipe was also rather moist so maybe it was leaking. These are available to buy new so that would cure any leaks that might be evident. With the pipework all undone and removed I could now undo the nuts holding down the injectors; the nuts that were used on these injectors were screwed onto a stud with double threads. The bottom part of the thread had the actual nuts that held the cylinder head in place, and the top ones held the injectors tight into the cylinder head.

Once these injectors had been removed they were placed safely into a container to be taken to Dieselec in Shropshire. I couldn't yet think of removing the cylinder head, as there were a few more items that I needed to remove. One was the oil feed pipe to the rocker shaft; this can sometimes be overlooked as the union is behind the lifting eye bracket at the rear of the engine.

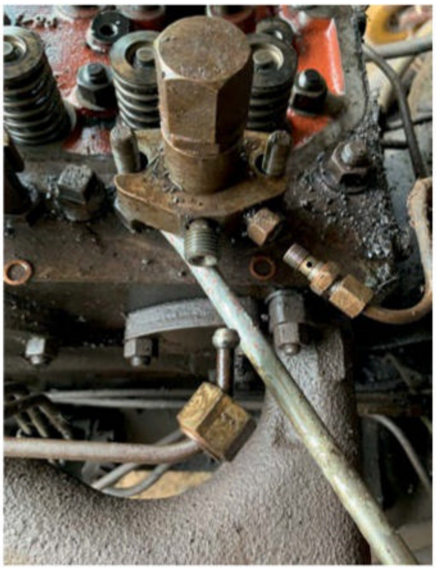
Another item that needed removing was the vertical hose coming from the thermostat housing; to remove this quickly I simply put a hacksaw through it. This hose was not only due to be replaced, but it's also a tricky hose to remove with the cylinder head and water pump installed. Now I could begin removing the cylinder head studs; to



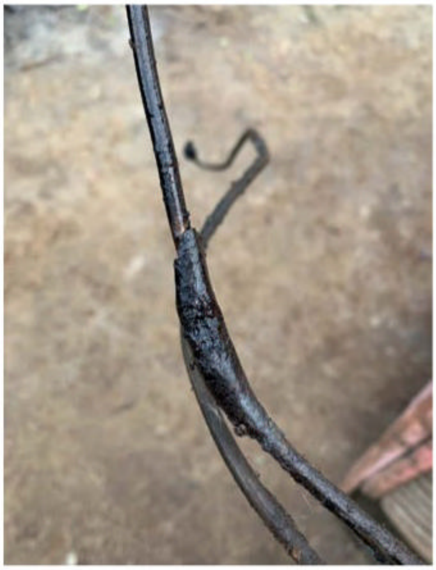
These were held together with this band and were routed in the middle of the exhaust manifold.



Now these nuts, which held the injectors in place, could be undone; these were part of the head studs.

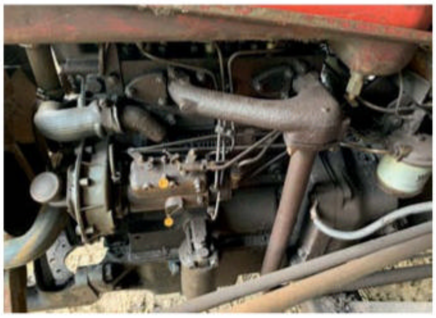


With the leak off pipes off as well, these injectors always need a gentle prise with a screwdriver.

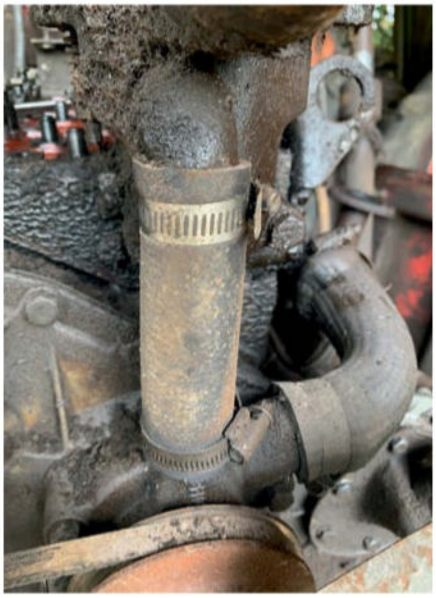


Connected to those leak off pipes was this section of pipe, which had been rather crudely repaired.

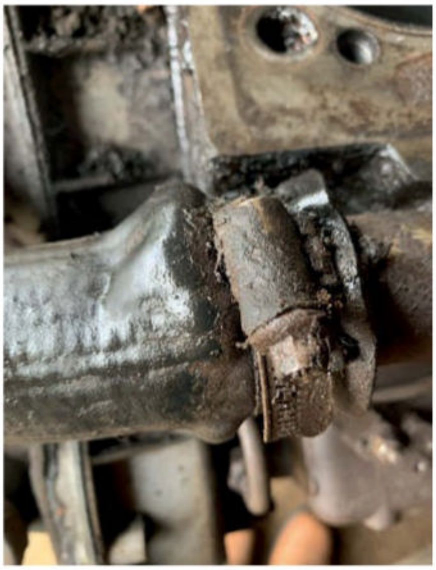
With all the injectors removed they were stored safely in a box to be taken to Dieselec in Shropshire.



This oil feed pipe and union, which carries the oil to lubricate the rocker shaft, needed to be undone before it was forgotten about.



This water hose connecting the water pump to the thermostat housing would stop the removal of the cylinder head.



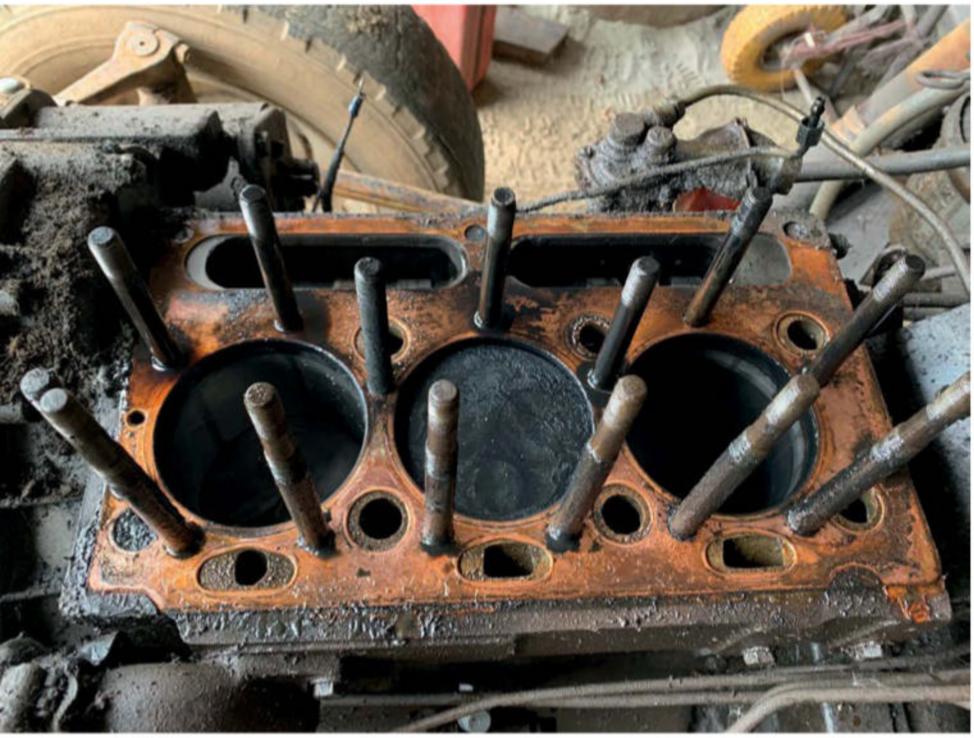
All the hoses on the tractor were due to be replaced, as well as the clips, as they were all soaked in oil.

keep these safe I always put them in the rocker cover that already had the rocker shaft inside. Making sure they were all removed I could now begin trying to lift the lot clear. To help with this I had left the exhaust manifold in place, as well as the thermostat housing.

Once I found the head wasn't about to budge I needed a stronger solution, so I refitted the rear lifting eye plate that I had removed to disconnect that oil pipe union. With the lifting plate back on I could attach my lifting crane; now the crane was taking the strain I could gently persuade it away from the engine block. When it was lifted clear and put safe then I could immediately have a look at the

Now I could start undoing the cylinder head nuts: the ones where the injectors were located needed a deep socket.

I always leave the exhaust manifold bolted to the cylinder head, as it helps with lifting it.

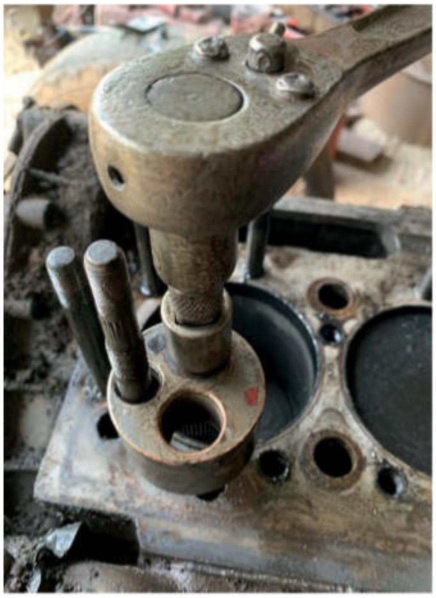


Once the cylinder head was lifted clear it revealed the gold copper head gasket and the three pistons.

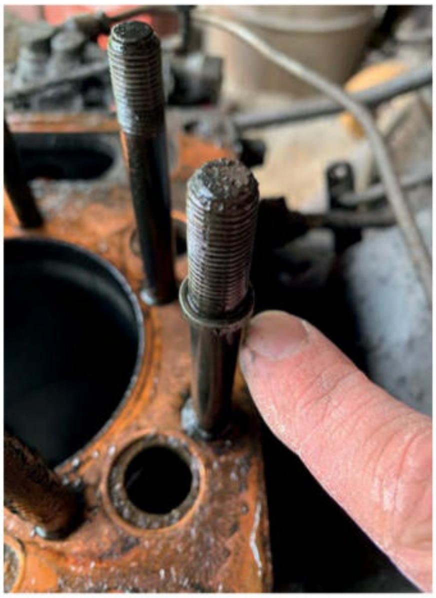
As you can see, the wrong head gasket had been fitted and it was not really sealing this corner.

Another important engine part I could see was the camshaft, which at this stage looked ok.

The pistons were what I expected and so were the bores, which were shiny and smooth.



Removing the studs required this stud extraction tool; this gripped the stud and unscrewed it.



This one will have to be put back in this exact location, due to the collars on the stem.

With the engine needing to be removed, the electrical equipment was removed first, beginning with the dynamo.

The starter motor was next, along with the old wiring loom that was definitely going to be replaced.

condition of the head gasket. It wasn't that bad and didn't look like it was leaking in any of the usual places.

The main issue was that this gasket was, in fact, the wrong one for this model. The gasket fitted was for the later version of this engine, which was found in the MF 135 and featured three extra holes on the camshaft side. Because it was the wrong one it didn't seal the back corner from the oil in the camshaft; looking at the clean edge that had been under the cylinder head it was clearly not sealing it at all. This would probably account for the fair amount of oil on the fuel lift pump below. After I had been looking at the head gasket I wanted to ascertain what the cylinder bores were like.

At first glance they looked rather shiny, I wasn't surprised as the other tractors I'd had from this place were the same. If you compared this to a new liner the new one would have a criss-cross pattern and definitely wouldn't be shiny and smooth. This tractor was always destined to have a complete engine overhaul and, judging by what I'd seen so far, it was totally justified.

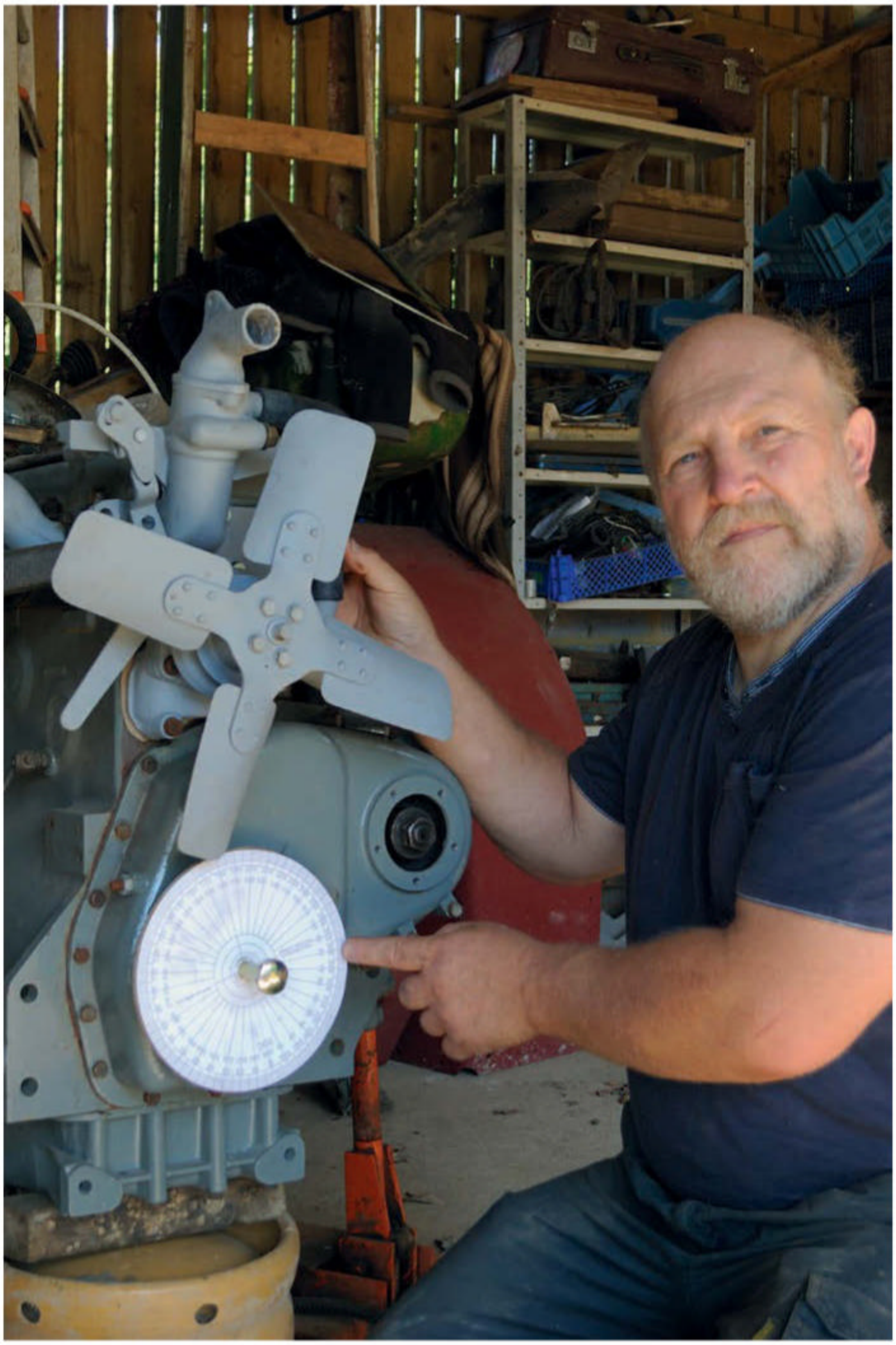
The next job was to remove the studs: there are a couple of different lengths of these, there are six that I mentioned before with a double thread on, these were taller to allow for the injector being fitted. The others were all the same except for one, which had a couple of rings and needed to be refitted in the exact location it came from.

This was important to remember as these rings make the stud slightly wider and will only fit down one hole in the cylinder head. To remove these studs I used my stud extractor, which gripped the stud and these were undone with relative ease. The studs were put safe and now I could begin removing the electrical equipment, starting with the loom.

This loom was old and with new ones readily available and quite cheap to buy the old one was disconnected and discarded. The starter motor and dynamo would be taken to the same place as the injectors to be checked and overhauled as required. I was now getting further and further into this engine and next time we'll be getting it stripped down some more. ■

SETTING THE SPILL TIMING ON YOUR TE-20 DIESEL ENGINE

In this issue Richard Lofting looks at setting the spill timing on a Ferguson TE-F diesel engine, something that is not easy to accomplish on this difficult to work on tractor. However, Richard shows you how it can be achieved, which is essential for the ease in starting one of these tractors.

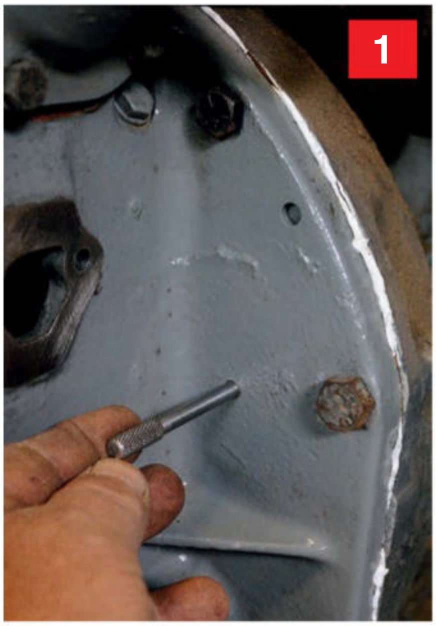


With the aid of a timing disc, setting the spill timing is a doddle.

Having rebuilt the TE-F Ferguson engine and having sorted the diaphragm and checked over the injection pump, it was time to reunite the engine and fuel pump. Although the engine would run before the rebuild, it was in a rough state and was usually aided with a sniff of Easy Start when starting. Many worn TE-F Ferguson tractors struggle to start, and with these engines the pump timing is critical to whether the engine will strike up easily or not. Changing a stretched timing chain can alter the timing enough to affect difficult starting, so it is always a good idea to check your spill timing as part of the whole procedure.

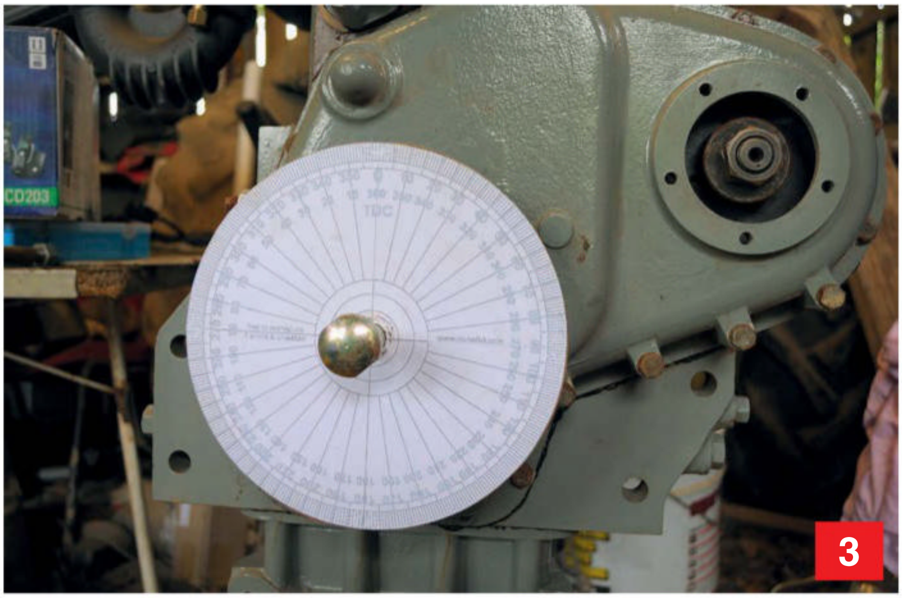
SPILL TIMING THE THEORY

Although we talk of the injection pump as a singular unit it is, in fact, a set of small pumps, one for each cylinder; in the case of the Ferguson it has four. Taking the side panel off the pump housing will reveal four spring-loaded plungers that are actuated by the cams on the drive shaft in the bottom of the pump housing. Each individual plunger controls how much diesel goes to each cylinder, dependent on load and throttle position. As we all know, if air gets in the fuel system of a diesel engine, the engine will stop, this is because air compresses and effectively stops the fuel being injected. To avoid air in each plunger as the engine is running, and when the individual cylinder is not firing and to admit fuel, the plunger has what is known as the spill port. When the spill port is covered by the rising plunger, this is known as the spill port cut off point, and is what is used to set the engine fuel injection timing. From this point on, the fuel inside the plunger is compressed until it overcomes the spring pressure in the injector and is injected into the engine in an atomised state.

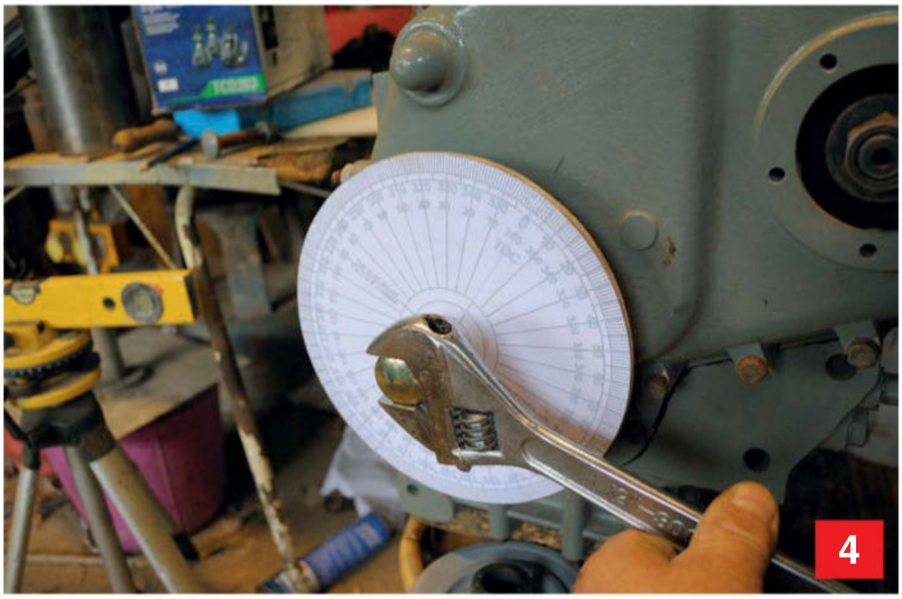


The only timing reference on a TEF Ferguson is the pin hole in the crank case and a 30° BTDC drilling in the flywheel.

As you slowly rotate the engine, the pin will engage with the hole in the flywheel and lock the engine.



A simple timing plate made from a printout from the internet, a disc of ply and a wheel centre bolt.



Using the flats on the wheel centre bolt, the engine is easily turned over with a spanner.

SPILL TIMING IN PRACTICE

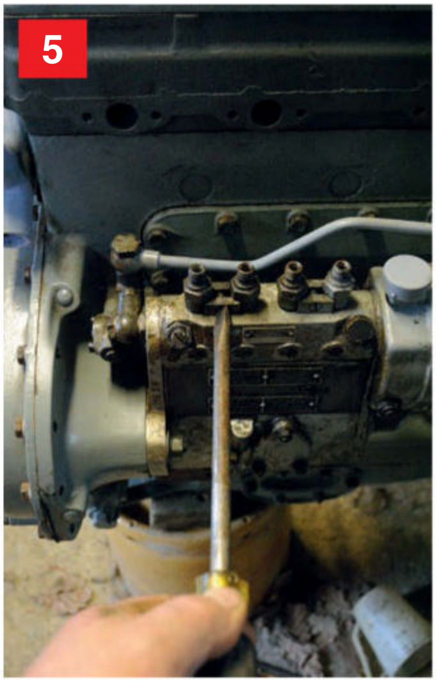
Engine manufacturers give a spill cut off figure in degrees before top dead centre or BTDC. For example the Ferguson engine is 32° or 26° BTDC, depending on the engine number. To set the spill cut off point, the No. 1 injector outlet pipe from the top of the injector pump body needs to removed to take out the spring and valve, replace the connector and fit one of the injector pipes to it. Keep these parts clean, and preferably in diesel, ready for refitting later. If the fuel system is disconnected, as in my case, then a fuel supply needs to be set up temporarily so that fuel can flow through the pump. I achieved this with the Ki-Gass tank, a tap from a gas ring and some nylon pipe. Bleed the pump via the bleed screws on the side of the pump to eliminate any air and fuel will issue from the injector pipe – hence the tap. The Ferguson engine block is furnished with a hole (¼ inch) in the crankcase and a 30° BTDC hole in the flywheel, with a pin fitted the engine is locked at this setting. It is possible to set the spill timing from this setting and then allow for the difference by measuring the scribed lines on the pump and engine block; however, the alternative, and I think easier option, is to use or make a timing plate.

TIMING PLATE

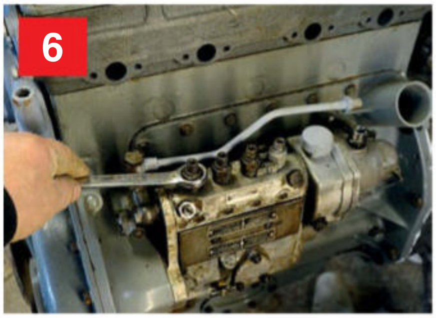
A timing plate is just a disc scribed with 360 marks representing the degrees in a

SPILL TIMING

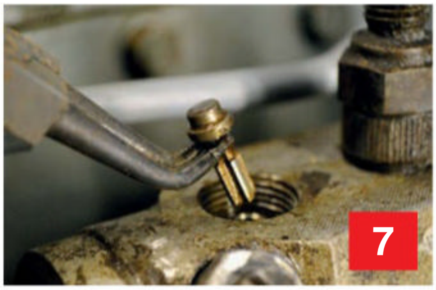
Engines up to No.	109124 E	32° BTDC
Engines after No.	109124 E	26° BTDC
Timing pin hole in flywheel is		30° BTDC



To get to the valve in the pump, the clamping screw needs to be undone.



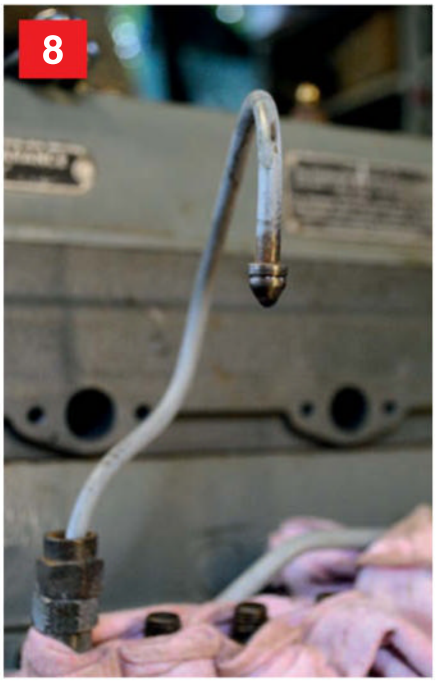
Unscrew the take off union to reveal a spring.



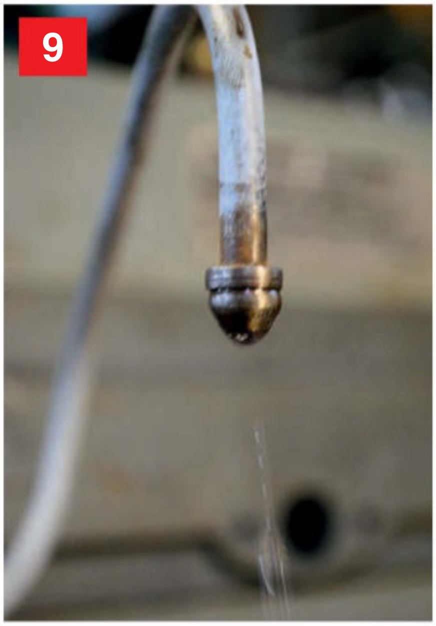
Remove the valve and spring and store in a clean place.

HEALTH AND SAFETY

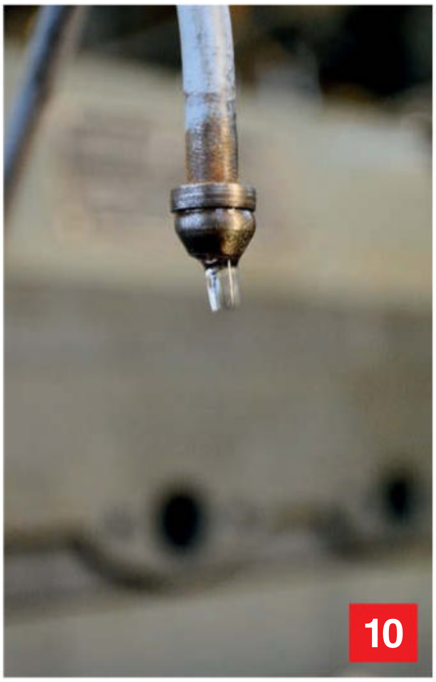
Keep diesel away from your skin and wear suitable gloves.
Be aware diesel can penetrate the skin from the end of an injector.
Catch any diesel while setting your pump timing, as it is detrimental to the environment and can be slippery on a workshop floor.



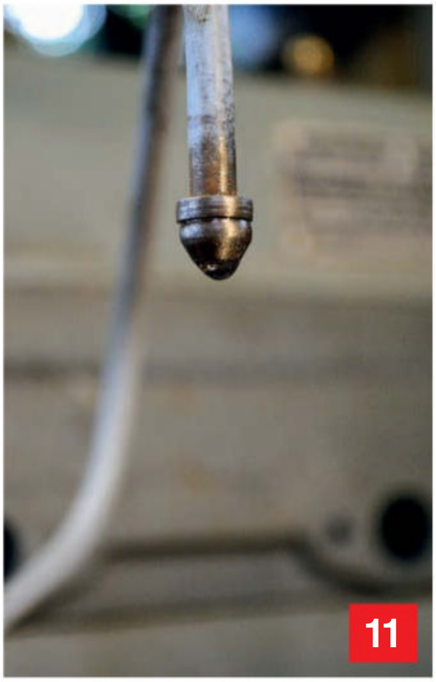
Refit the union and one of the injector pipes.



Once the gravity-fed fuel supply is connected, fuel will dribble out of the pipe.

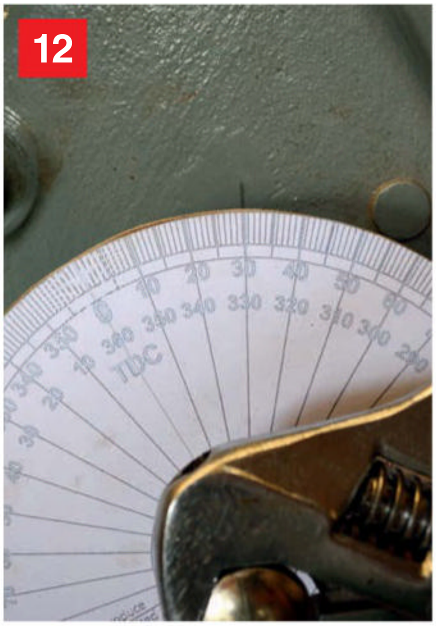


As the cut off point is near, the dribble will slow to a drip.

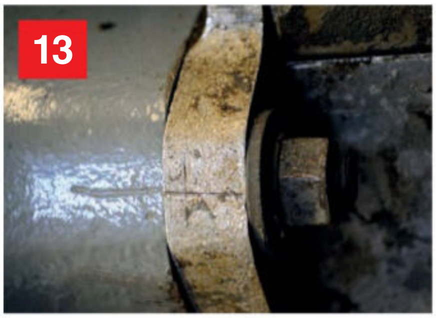


Here the spill cut off point is reached.

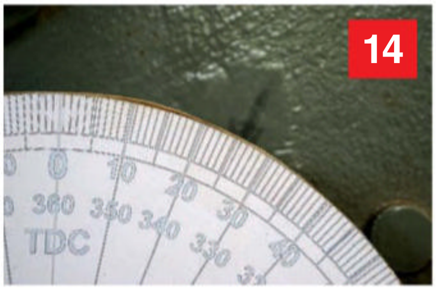
circle; they are available from specialist suppliers, but are easy to make. I found one online that I printed out and glued to a disc of plywood. As I had still got the bottom pulley off the engine I found that the starting dog thread was the same as the bolts that hold the wheel centre to the wheels; by drilling the centre of the disc and forcing it onto a wheel centre bolt I had an adjustable timing plate. As there are no timing marks at the front of the engine I set the pin in place, locking the engine at 30° BTDC and made a mark on the timing chain case and set the timing wheel's 30° line to the mark. The timing plate was now synchronized with the engine. By rotating the engine, after removing the timing pin, 4° to the 26° mark, I had the engine set correctly for my late engine. If you have the earlier engine that needs to be timed to 32° BTDC then you will need to turn the engine over just under two revolutions to reach the correct point. Obviously, it needs to be



With the locking pin in place, the timing plate is set to 30° BTDC against a marker on the timing case.



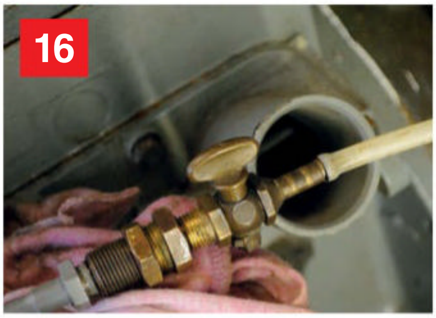
The scribed lines on the pump body and the engine block were lined up.



In my case, the locking pin was removed and the engine turned another 4 degrees until the 26° BTDC mark aligned.

on the compression stroke for No. 1 one cylinder, it is possible to be 180° out; if in doubt check that the two rockers for No. 1 cylinder are on the rock under the rocker cover and that both valves for this cylinder are closed. If you are just checking the timing and the engine has been running, check the position of the pump plungers, No. 2 should be just coming down.

As the pump is turned, fuel will issue from all the ports on the pump; a rag will avoid it running all over the place.

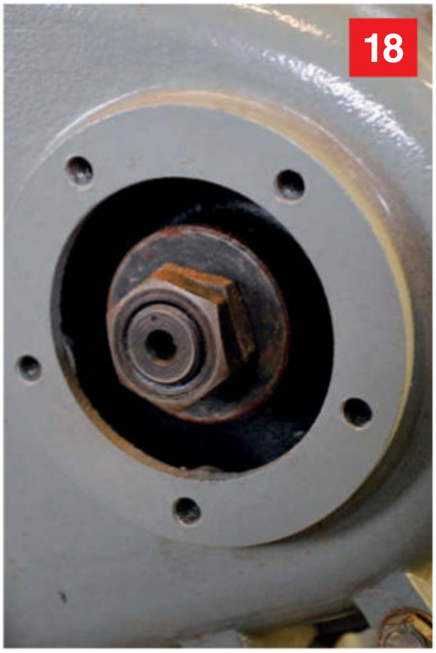


The tap fitted in the temporary fuel supply, borrowed from a gas ring.

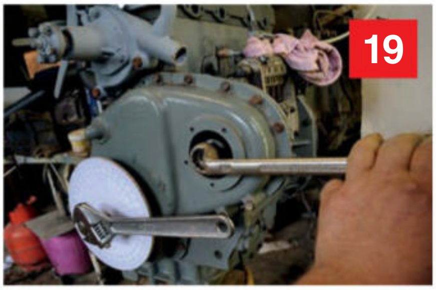
The Ki-Gass tank lashed up to supply diesel to the pump.

SETTING THE PUMP

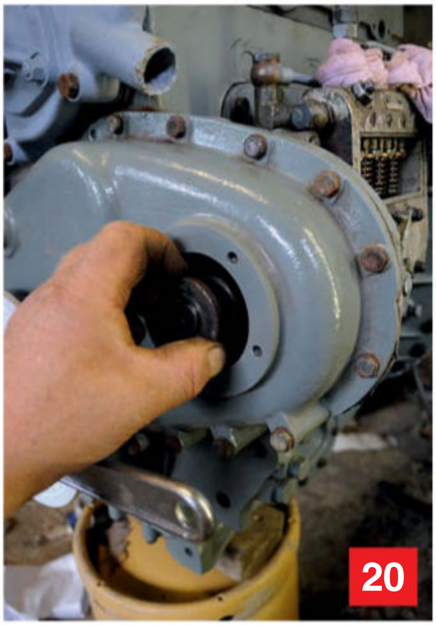
So that in future if I removed the injection pump from the engine I could realign it without recalibration, I set the scribed lines on the engine block and the pump body to line up. Under the removable plate on the timing chain cover, behind two locknuts, there is a vernier adjuster; with this removed the pump is free to turn independently from the engine. Take



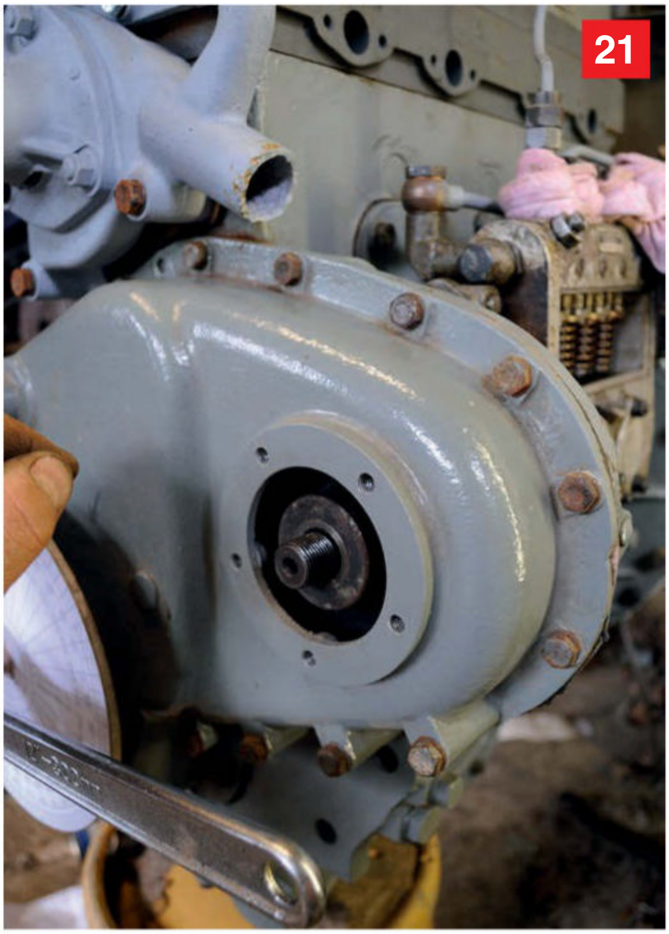
The lock nuts that hold the vernier adjustment on the pump drive.



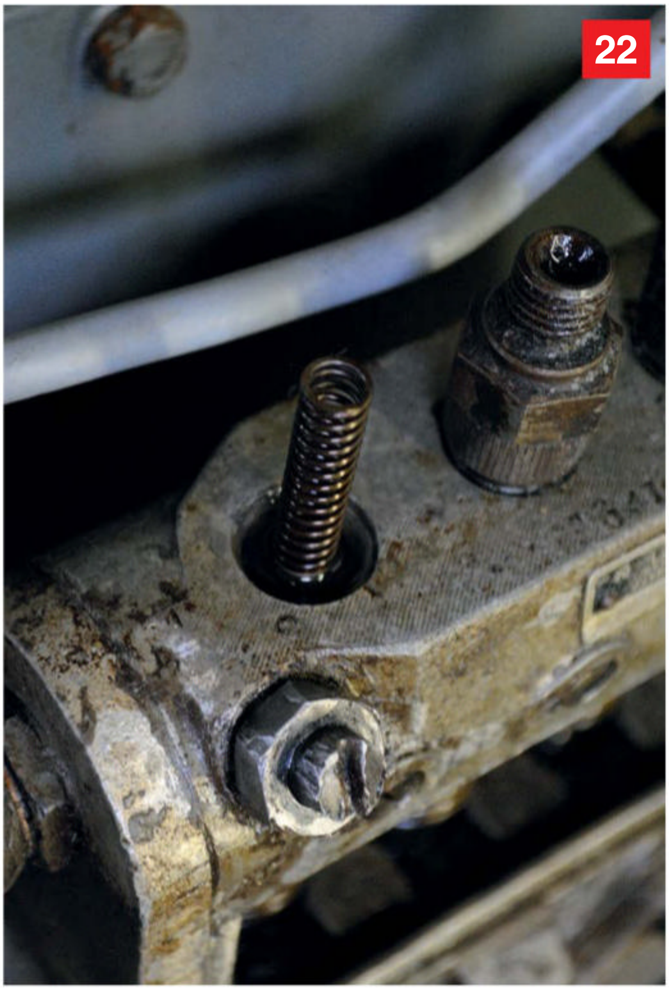
Remove these with a large spanner, giving access to the splined collar.



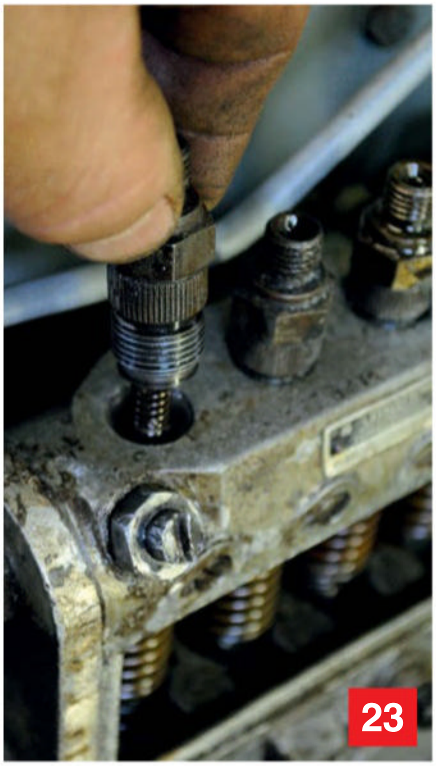
The collar should pull off easily, allowing the pump to be turned independently from the engine.


21

Once the spill cut off point is reached, without moving the pump or engine, replace the collar where it will slide in without undue pressure.


22

Replace the valve and spring into the port.


23

Followed by the union and the clamp.

24

Now that the pump is timed to the engine and the scribed lines align, I can remove the pump to complete the paint work, safe in the knowledge it will go back in the right place.

off the side cover on the pump body to reveal the four plungers, check that No. 2 is just coming down and No.1 is about to rise. With the fuel turned on, diesel should be dribbling out of the injector pipe; now turn the pump clockwise slowly (I managed to put the lock nuts back on the shaft, but a tool is available) and you will see the flow slow to a dribble and then stop; this is the spill cut off point. Now, without moving the pump shaft, replace the vernier coupling, where it will slide into place with ease; now replace the lock nuts and turn the engine over a couple of times and then check it is still right, if all is well and nothing has moved, tighten up and the job is done.

The spring and valve that was removed from the injector port needs to be replaced and locked back into position by the clamp. Remove the temporary fuel supply and fully tighten the three nuts that hold the pump into position. I only have a few peripheral components to replace back on the engine and to fit the front axle assembly, and I can finally have the tractor running once again after its eight-year rest! ■

WIN!

a pair of tickets to

The Newark Vintage Tractor & Heritage Show

8th & 9th November 2025
Newark Showground

Just answer this very simple question to be in with a chance of winning:

Which month does The Newark Vintage Tractor & Heritage show happen?

A) January
B) December
C) November

TO ENTER
To enter Scan the QR code below

Scan me

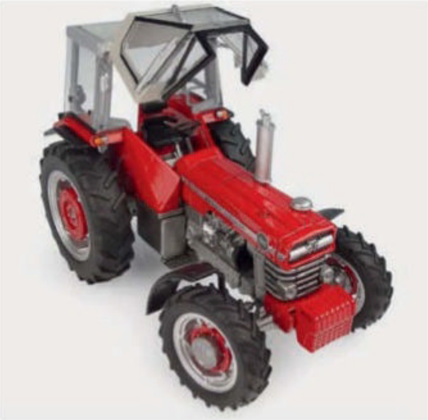
135
MASSEY-FERG
135
MASSEY · FERG
135
1574

Terms & conditions: Entries close at midnight on 31st October 2025.
The prize is non-refundable, non-transferable, and no cash alternative is available. Full terms & conditions apply.

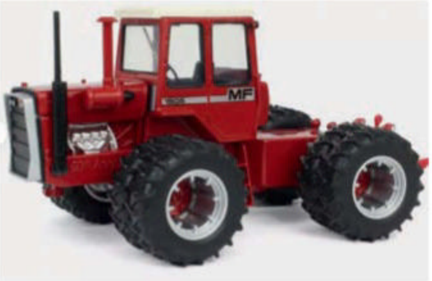
MODEL CORNER

Each issue we look at the latest family models that have come to the market. We are also delighted to feature your own models in this section, whether they be modified or scratch built – the more the merrier we say. Please send to: peterlove@madasafish.com – 01323 833125

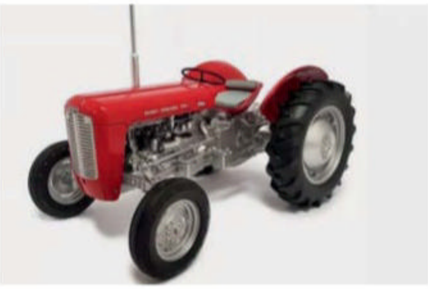
This issue we go through what the market is offering at the moment, with some very fine Universal Hobbies Massey Ferguson 590 and 575 models, which look outstanding.



▲ The Universal Hobbies Massey Ferguson 1080 1:32 scale depicts the model like no other. It is now offered with the rare to the UK and Ireland eyes Peko cab with four-wheel drive and front weights. Expect to pay approximately £65.

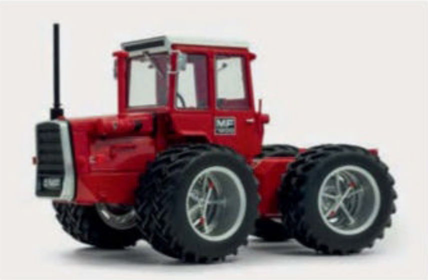


▲ From the Ertl Prestige range comes the 50th anniversary 1:32 Massey Ferguson 1505 article with duel wheels. This will set you back around £100.

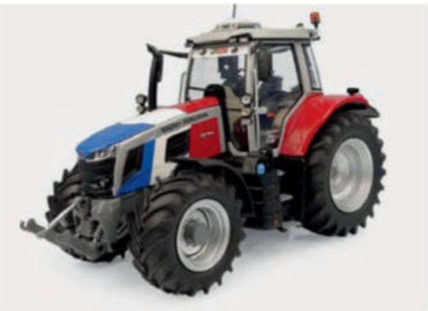


▲ Changing scales to 1:16 is the Massey Ferguson 35 with the four-cylinder 23C engine; it will cost you around £80.

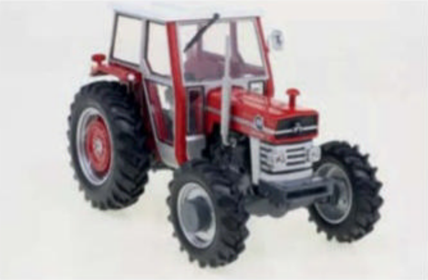
► Universal Hobbies limited edition Jubilee Massey Ferguson 2725 electronic four-wheel drive is available around the £68 mark.



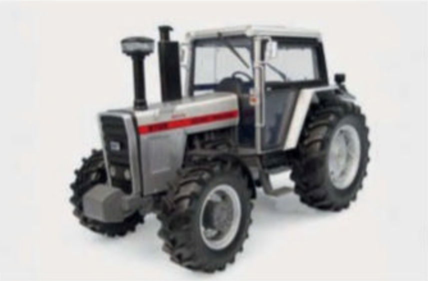
▲ Wow! The UH 1:32 limited edition (1,000) Massey Ferguson 1200 is offered with Molcon dual wheels and looks a real dazzler, it also carries lots of inside cab detail. Expect to pay £100 for this model.

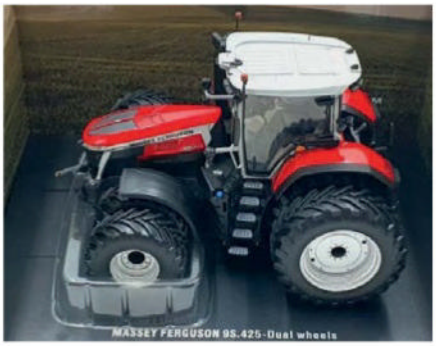


▲ Something different: the limited edition (750 units) 1:32 Massey Ferguson 8S.225 in red, white and blue, costing approximately £80.

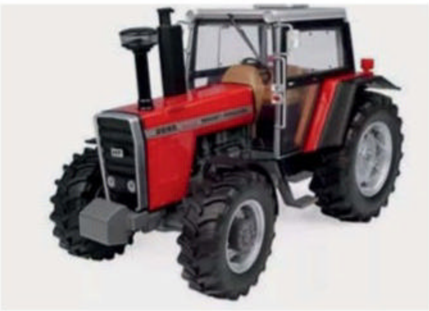


▲ The 1:32 Replicagri Massey Ferguson 188 with cab and four-wheel drive system is another well detailed model around the £70 mark.

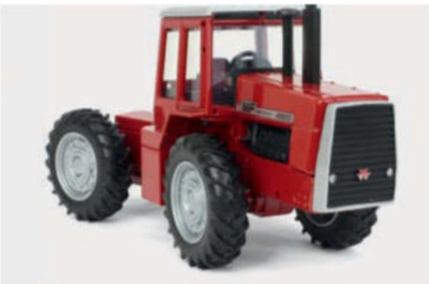




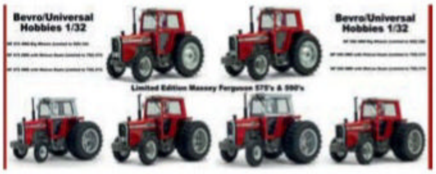
▲ Now offered with duel wheels is the Universal Hobbies 1:32 Massey Ferguson 9S.425. It will cost you approximately £80.



▲ What a lovely model by Universal Hobbies in 1:32: this limited edition (1,000) Massey Ferguson 2685 four-wheel drive, which is good value at under £70.



▲ Ertl have this 1:32 Massey Ferguson 4800 in production at the moment, at a cost of approximately £100.



Bevro/Universal Hobbies 1/32
Bevro/Universal Hobbies 1/32
Limited Edition Massey Ferguson 575's & 590's

▲ As can be seen here Universal Hobbies are offering a six range, limited edition 1:32 575 and 590 range, which has recently been released.

SALES CORNER

IN THIS ISSUE WE LOOK AT A CHARITY RAFFLE 135 THAT COMES UP IN OCTOBER, THE H. J. PUGH 21 JUNE SALE, CHEFFINS MID-TERM VINTAGE COLLECTIVE ON 18–19 JULY, AND WE FINISH OFF BY TAKING A QUICK LOOK AT THE 19 JULY HARRISON WALKER SALE AT ASHBOURNE, DERBYSHIRE.

CMFE TRACTOR CONDITION GRADING SYSTEM

To help you understand why a tractor makes a certain price, we grade the tractor as seen at the sale using the code system below. However, you might see various combinations like 2/3: so what does that mean? Well, 2 means that it needs work, but the tractor is original and that's grade 3, so the combination is 2/3. This gives you a better, more detailed idea as to what condition the tractor is in.

PRESERVATION TRACTORS: 1-Rough: 2-Running needs work: 3-Original: 4-Older restored: 5-Restored: 6-Concours.

WORKING TRACTORS: 7-Very rough: 8-Flash over: 9-Needs work: 10-Average: 11-Very Good 12: Like New.

TNS ANNIVERSARY MASSEY TO BE AUCTIONED

Already at the Cheffins sale ground at Sutton, Cambridge and to be sold on Saturday 18 October during the Autumn Vintage Collective, is the Thurlow Nunn Standen Ltd 1971 Massey Ferguson 135. In fact they supplied the tractor new to The National Stud at Newmarket.

It made its way back to its original dealer ownership in 2010 and was restored by a former employee in 2012. Thurlow Nunn Standen Ltd is celebrating its 150th anniversary and won best stand at the recent Suffolk Show.

This particular tractor represents a moment of change for the Thurlow business, when John Thurlow had just taken over the reins of the family company and was overseeing change with its merger with Frank J. Nunn & Sons to form Thurlow Nunn & Sons. It later became Thurlow Nunn Standen Ltd, following a merger with F. A. Standen Ltd in 1985. All proceeds from the sale of this tractor will be donated to Dementia UK. Don't forget the date, Saturday 18 October and do bid.

This will be your chance to help Dementia UK, when the MF 135 comes under the hammer at Cheffins on Saturday 18 October.

FERGUSON BROWN No. 1105

On Saturday 21 June H. J. Pugh held an extensive collective sale. The star lot in the tractor section was the 1938 Ferguson Brown A No. 1105. Classed as a barn find of sorts, the tractor had been repainted decades ago and featured original style, worn, rear enclosed pattern tyres, which were holding up well, although cracks were noted. The fronts were an odd pair, including one Diamond pattern Goodyear. The carburettor looked to have been overhauled/replaced and the tractor ran reasonably well. It went on to sell for £15,600 after some spirited bidding.

The tractor looks to have been green when it was new.

More work is needed to tidy the tractor up, but keeping its patina at the same time.

CHEFFINS MID-TERM

Over 2,000 lots were sold by Cheffins over 18–19 July, at their Vintage Collective, in five separate sales. The highlight on the Friday was the late 1940s Ferguson system demonstration clockwork Mills Models tractor with runway track, plough and drag plus box, looking well used, but original, it sold for £6,200.

The weather was hot and humid on the Friday build-up day for the outside sale, but come Saturday it was still warm, but very dull and showery. Luckily the sale was over before the heavy rain arrived, just as everyone was clearing up.

A number of entries from mainland Europe were here, including the 1973 Massey Ferguson Super 135 with Selene front axle No. 431915 with Hydrac (German) loader. The cab and tractor were clean and original, although the wheels had been re-sprayed silver. It sold grade 3 for £12,800.

Another clean machine was the 1972 MF 135 TAV770K No. 405567, which was moved on for £8,000 online. Some £5,000 was offered for the 1970 MF 178 two-wheel drive, No. 743378 UBT211H with Sekura cab and V5c grade 2/3. It was not enough to see it sold though and it is still available.

The 1994 Massey Ferguson 390 four-wheel drive 12/12 with Lo Profile cab, No. 5009C16347 L256JFR, was a proper grade 3 tractor and sold for £15,800, with no VAT on this example. Some £26,000 + VAT was paid for the December 1984 MF 240 B124XST with V5c, cab and only 407 hours on the clock; it was certainly very original. Another original gem was the MF 390T two-wheel drive 18/18-speed with 3,402 hours, which glinted in the sunshine and was sold for £21,000 + VAT.

Showing just 807 hours, but rather rusty, was the MF 550 No. R0022089 that changed hands at £15,500 + VAT. The 1984 Massey Ferguson 250 A351TTU No. 850714 with power steering and new paint sold without cab for £11,200 + VAT.

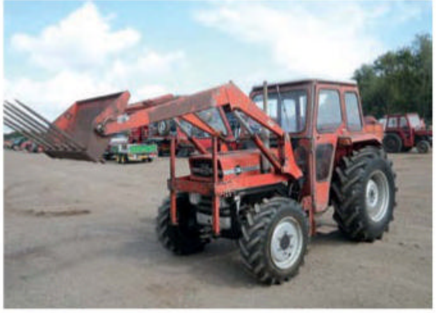
RESULTS

1840 1973 Massey Ferguson 135 Super 4WD (French made) Selene axle with Hydrac loader 3 £12,800

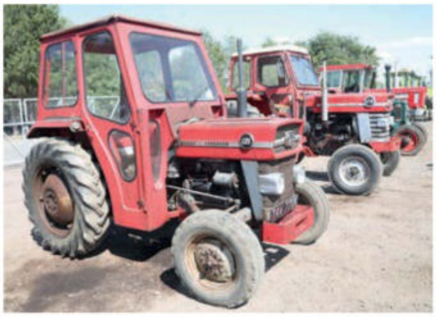
1841 1960 Massey Ferguson 65 Mk1 No. 5465 low exhaust, cleanish 2/3 £4,700 N/S

1842 1972 Massey Ferguson 135 No. 405567 TAV770K original 3 £8,000

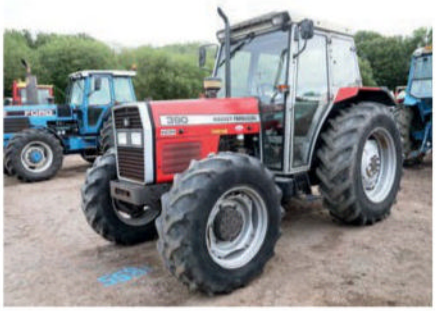
1843 1970 Massey Ferguson 178 No. 743378 UBT211H Sekura cab, straight 2 £5,000 N/S



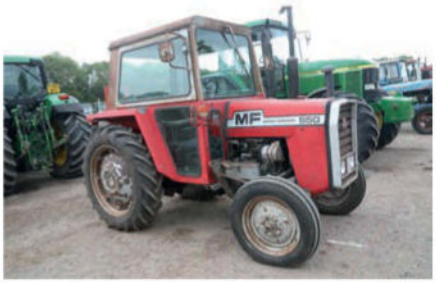
Starting the MF sale off at Cheffins, the mainland European MF 135 four-wheel drive was yours at £12,800.



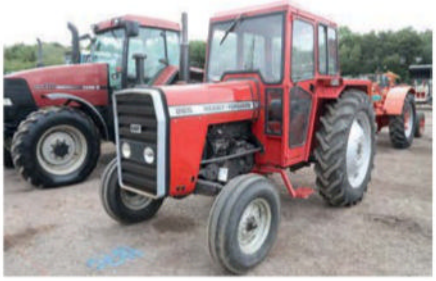
Some £8,000 + VAT was paid for the 1972 MF 135 No. 405567; the 178 is still available.



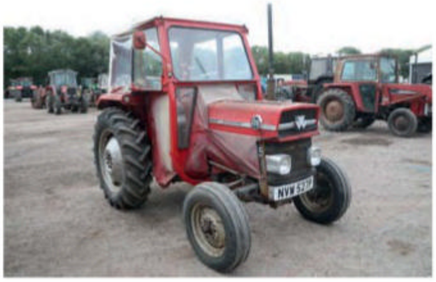
Selling for £15,800 with no VAT was the 1994 MF 390 L256JFR.



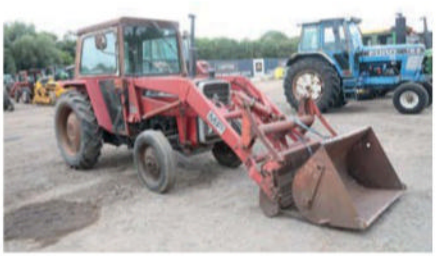
Massey Ferguson 550 with just 807 hours on the clock sold for £15,500 + VAT on the day.



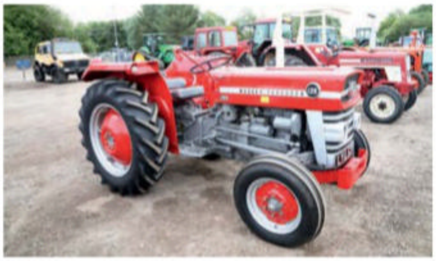
Not sold on the day was the 265 with Duncan cab; it would be a good investment for the future.



Some £9,000 was paid for this 1976 MF 135 with Flexi cab and was supplied by Eastern Tractors.



Some £7,500 was offered for the 1978 MF 550, which was not taken on the day.



Well restored one could say: the 1966 Massey Ferguson 135 LYA627E sold for £8,500.

1855 1994 Massey Ferguson 390 4WD 12/12 No. 5009C16347 L256JFR tyres cracked 3/10 £15,800

1857 1984 Massey Ferguson 240 2WD B124XST 407 hours very clean with cab V5c 3/11 £26,000 + VAT

1858 Massey Ferguson 390T 2WD 3,402 hours, clean with front weights 3/10 £21,000 + VAT

1860 Massey Ferguson 250 2WD Multi-Power 5,008 hours with cab 10 £9,000 + VAT

1862 Massey Ferguson 148 Multi-Power GHH403L import with roll bar 3/10 £10,500 + VAT

1863 Massey Ferguson 550 No. R0022089 807 hours, power steering 2/3 £15,500 + VAT

1870 Massey Ferguson 265 2WD Duncan panels, re-sprayed £11,000 N/S

1879 Massey Ferguson 135 No. 461242 NVW527P 4,023 hours, Felix cab, ex-Eastern Tractors 3 £9,000

1880 1984 Massey Ferguson 250 No. 850714 A351TTU with power steering, painted, no cab £11,200 VAT

1881 1978 Massey Ferguson 550 No. P0015581 WAW430S MF 80 loader with bucket 2,500 hours 3/9.4 £7,500 N/S

1887 Massey Ferguson 4235 2WD 3/10 £9,500 + VAT

1888 Massey Ferguson 390T from Lancashire, ex-drilling rig 9.2 £9,200 + VAT

1912 1966 Massey Ferguson 130 No. 377124 ex-golf course, oil leaks 2/3 £3,200

1915 1966 Massey Ferguson 135 No. 57324 LYA627E single family ownership, South Western Farmers, well restored 5 £8,500

1939 1962 Massey Ferguson 35 198 BVW 5 £8,500

1940 Massey Ferguson 35 4 £2,200 N/S

1968 Massey Ferguson 575 Tanco loader 10968, driven to sale 2/3 £6,300

1972 1958 Ferguson FE 35 diesel No. DF104497 in MF colours 2 £2,800 N/S

1973 1985 Massey Ferguson 698T 2WD No. L154005 B947TDO cab roughish but seen worse 2 £3,000

1974 1968 Massey Ferguson 135 Multi-Power No. 1044668 HMJ308F *Alfie* 2 £3,500

1986 Massey Ferguson 35X 717YUC sun bleached 2/3 £2,800

1987 Massey Ferguson 690 4WD cab good, ex-Wilders, 4 new tyres with weights 9.3 £8,000

1993 Massey Ferguson 6130 4WD No. 60J21391 with MF loader and flat tyre, 13 hours shown £25,000 N/S

1995 Massey Ferguson 240 D677UUJ so-so 4,800 N/S

2029 Massey Ferguson 31S728 combine ex-Cornish, sold by Cheffins 13 years ago, runs well 3 £3,100

2023 Massey-Harris-Ferguson Pony 21 Hanomag, bits missing, scrap iron 1 £280

Got away here was the 1985 MF 698T at £3,000; the Sankey cab was essentially OK.

The running 1968 MF 135 Multi-Power called *Alfie* sold for £3,500.

Another to change hands was the MF 690 four-wheel drive with new tyres, at £8,000 + VAT.

FERGUSON

As for the Fergusons in the sale, the 1954 Ferguson TE-F424524 had been given a good sort out and paint job, including the Vigsol Everyman sprayer on rowcrop wheels, which was a gem at £4,800 and with no VAT to pay. The lovely 1954 Ferguson TE-F semi-industrial with forklift was a gem of working originality, although well used it sold for £2,150 and will be offered by the new owner again, I would have thought.

RESULTS

1914 1954 Ferguson TE-F No. 424524 665XVB rowcrop wheels with Vigsol Everyman sprayer, nice 5 £4,800

1941 1948 Ferguson TE-A FO5312, older restoration 2/4 £2,200

1942 1939 Ford Ferguson 9NAN, older restoration 4 £2,100

2005 1954 Ferguson TE-F No. 362636 GDO324 with front forklift, front loader arms and bucket and rear weight Dunlop tyres 2/3 £2,150

Looking good is the well restored rowcrop 1954 TE-F, which sold for £4,800.

Making it look so attractive was the Vigzol Everyman sprayer.

WALKER SALE

Perhaps Malcolm Harrison did not quite know what he was taking on while he was gathering together the Walkers of Ashbourne, Derbyshire clear-out sale, which amounted to nearly 700 lots on Saturday 19 July, as the catalogue numbers were changed on the day of the sale. There was only one lot of interest to us and that was the Ferguson TE-F with period roll bar grade 4.7, which sold for £2,500 + VAT.

This Ferguson TE-F went on to sell for £2,500 on Saturday 19 July.

SALES DIARY

Jayne Love gives you all an exclusive up-to-date list of sales you might like to partake in. It could be just where that elusive part or first time tractor you have been looking for is within the lots. If your sale is not listed and want to be included please get in touch, **peterlove@madasafish.com** tel: 01323 833125.

SEPTEMBER

8 to 17 Post Harvest Collective Timed Online Machinery Sale. Lacy Scott & Knight, www.agriculture.lsk.co.uk

10 Onsite Auction of Modern Farm Machinery. Cambridgeshire. Cheffins, tel: 01353 777767.

12 Plant & Machinery Auction. Brightwells, www.brightwells.com

12 Koski Vintage Tractor & Implement Collection. Online bidding. 17180 Ferden Road, Oakley, MI, USA. Aumann Auctions, www.aumannvintagepower.com

12 & 13 Monthly Collective of Tractors, Plant, Implements, Livestock Equipment, Oak Beams & Firewood. Hazle Meadows Auction Centre, Ross Road, Ledbury, Herefordshire HR8 2LP. H J Pugh & Co, tel: 01531 631122.

13 N D Needham Farms Dispersal Auction. Church Lane, Anwick, Lincs NG34 9SS. Will Barker & Co Ltd, tel: 01529 414555.

15 to 22 Antique Tractor Auction. Vuurijzer 5, 5753 SV, Deurne, Netherlands. VDI Auctions, www.vdiauctions.com

15 to 23 Online Collective Sale of Tractors, Farm Machinery & Effects. Symonds & Sampson, www.auctions.symondsandsampson.com

16 Auction of Modern Farm Machinery & Equipment. Lincolnshire. Brown & Co, www.brown-co.com

16 Onsite Auction of Modern Farm Machinery. Buckinghamshire. Cheffins, tel: 01353 777767

16 to 25 Timed Online Auction of Tractors, Implements & Machinery. Suffolk. Cheffins, www.cheffins.co.uk

16 to 26 Timed Online Auction of Modern Farm Machinery. Hampshire. Cheffins, www.cheffins.co.uk

17 Farm Machinery Dispersal Sale. Norfolk. Clarke & Simpson, www.clarkeandsimpson.co.uk

17 Dispersal Sale of 4 Tractors, Telehandler, Defender, Farm Machinery & Livestock Equipment. Eastbury Farm, Carhampton, Minehead TA24 6NX. Greenslade Taylor Hunt, tel: 01278 410250

18 Onsite Auction of Agricultural Tractors, Combine Harvester, Telescopic Loader, Implements & Machinery. Suffolk. Cheffins, www.cheffins.co.uk

18 Online Machinery Sale Incorporating Rural Domestic Bygones. Clitheroe Auction Mart, www.auctionmart.co.uk

19 Online Timed Dispersal Sale of Vehicles, Farm, Equestrian, Garden & Cafe Equipment. Polson, Launceston PL15 9QR. Stags, www.stags.co.uk

20 South Devon Collective Machinery Sale. Colmer View Farm, California Cros, Modbury PL21 0SG. Kivells, www.kivells.com

20 Farm Dispersal Sale. Saucebridge Farm, Hardingstone. Howkins & Harrison, www.howkinsandharrison.co.uk

23 Onsite Auction of Combine Harvester, Tractors, Telescopic Loaders, Vehicles & Machinery. Hampshire. Cheffins, www.cheffins.co.uk

24 Thrapston Collective Machinery & Equipment Sale. Bletsoes, tel: 01832 732241.

25 Auction of Modern Farm Machinery & Equipment. Nottinghamshire. Brown & Co, wwwbrown-co.com

26 Online Timed Machinery Collective Auction. Edward Buckland, www.edwardbuckland.co.uk

26 Kidderminster Machinery Sale. The Gallops, Stanklyn Lane, Stone, Kidderminster DY10 4AR. Halls, tel: 01743 450700.

27 On Farm Dispersal of Forager, Tractors, Machinery, Implements & Effects. Kivells, www.kivells.com

27 Collective Machinery Sale with Fur & Garden Plants. The Beech, Little Hereford, Ludlow, Shropshire SY8 4BG. McCartneys, tel: 01584 872251.

27 Autumn West Meon Collective Auction. Crossroads Saleground, West Meon Hut, Petersfield GU32 1JX. Wellers Auctions, tel: 07966 437095.

30 Auction of Modern Farm Machinery & Equipment. Cambridgeshire. Brown & Co, www.brown-co.com

OCTOBER

1 Online Sale of Tractors, Machinery, Plant & Commercial Vehicles. Carlisle. Harrison & Hetherington, www.harrisonandhetherington.co.uk

1 Gary Sutherby Antique Tractor, Steam Engine, Gas Engine & Farm Primitives Auction. Online bidding. 1751 McKail Road, Leonard, MI, USA. Aumann Auctions, www.aumannvintagepower.com

2 to 12 South West Online Timed Auction of Tractors, Vehicles & Diggers, Farm Machinery, Livestock & General Equipment. Stags, www.stags.co.uk

3 New Forest Collective Sale at Bransgore. Southern Counties Auctioneers, tel: 01722 321215.

3 to 8 Timed Online Auction. York Machinery Sales, www.ylc.co.uk

4 Lincolnshire Collective Sale. Market Rasen Racecourse, Legsby Road, Market Rasen LN8 3EA. Perkins George Mawer, tel: 01673 843011.

4 Monthly Live & Online Machinery Sale. Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253253.

6 & 7 Cambridge Machinery Sale. The Saleground, Sutton, Ely, Cambridge CB6 2QT. Cheffins, tel: 01353 777767.

8 to 10 Auction – Online, telephone & commission bids only. Mathewsons, tel: 01751 474455 www.mathewsons.co.uk

9 **Auction of Agricultural Tractors, Combine Harvester, Telescopic Loader, Implements & Machinery.** Norfolk. Cheffins, tel: 01353 777767.

9 **Collective Machinery Sale.** Sedgemoor Auction Centre, TA6 6DF. Greenslade Taylor Hunt. Tel: 01278 410250.

10 **Auction of Modern Farm Machinery & Equipment.** Nottinghamshire. Brown & Co, wwwbrown-co.com

10 & 11 **Monthly Collective of Tractors, Plant, Implements, Livestock Equipment, Oak Beams & Firewood.** Hazle Meadows Auction Centre, Ross Road, Ledbury, Herefordshire HR8 2LP. H J Pugh & Co, tel: 01531 631122.

11 **Machinery/Implement Sale.** Craven Cattle Marts, Lingfields, Gargrave Road, Skipton BD23 1UD. CCM Auctions, www.ccmauctions.com

16 **Online Machinery Sale Incorporating Rural Domestic Bygones.** Clitheroe Auction Mart, www.auctionmart.co.uk

17 **Shrewsbury Plant & Machinery Sale.** Shrewsbury Auction Centre, Bowmen Way, Battlefield, Shewsbury SY14 3DR. Halls, tel: 01743 462620.

17 & 18 **Cambridge Machinery Sale.** The Saleground, Sutton, Ely, Cambridge CB6 2QT. Cheffins, tel: 01353 777767.

19 **2025 Fall Harvest Auction Week.** Online bidding. 20114 IL Route 16, Nokomis, IL, USA. Aumann Auctions, www.aumannvintagepower.com

24 **Wessex Machinery Sale.** Southern Counties Auctioneers, tel: 01722 321215.

25 **Collective Machinery Sale with Fur & Garden Plants.** The Beech, Little Hereford, Ludlow, Shropshire SY8 4BG. McCartneys, tel: 01584 872251.

27 to 4 Nov **Online Collective Sale of Tractors, Farm Machinery & Effects.** Symonds & Sampson, www.auctions.symondsandsampson.com

28 to 31 **The Bright's Pioneer Museum Auction.** Online bidding. 5246 South Plainsburg Road, La Grand, CA, USA. Aumann Auctions, www.aumannvintagepower.com

29 **Thrapston Collective Machinery & Equipment Sale.** Bletsoes, tel: 01832 732241.

30 **Auction of Modern Farm Machinery & Equipment.** Cambridgeshire. Brown & Co, www.brown-co.com

31 **Online Timed Machinery Collective Auction.** Edward Buckland, www.edwardbuckland.co.uk

31 to 5 Nov **Timed Online Auction.** York Machinery Sales, www.ylc.co.uk

NOVEMBER

1 **Monthly Live & Online Machinery Sale.** Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253253.

3 **Auction of Tractors, Quad Bikes, Commercial Vehicles, Implements, Machinery, Small Tools & Equipment.** Longtown Mart, Townfoot, Longtown, Carlisle CA6 5LY. Cumberland & Dumfriesshire Auction Marts, tel: 01228 791215.

3 & 4 **Cambridge Machinery Sale.** The Saleground, Sutton, Ely, Cambridge CB6 2QT. Cheffins, tel: 01353 777767.

4 to 12 **Online Collective Sale of Tractors, Plant, Vehicles, Trailers, Machinery, Tools & Spares.** Clarke & Simpson, www.clarkeandsimpson.co.uk

5 **Onsite Auction of Modern Farm Machinery.** Suffolk. Cheffins, www.cheffins.co.uk

5 & 6 **Online Sale of Tractors, Machinery, Plant & Commecial Vehicles.** Carlisle. Harrison & Hetherington, www.harrisonandhetherington.co.uk

7 **Collective Machinery Sale Greenslade Taylor Hunt in conjunction with Gwilym Richards.** Chepstow Racecourse, Chepstow, Monmouthshire NP16 6EH. Greenslade Taylor Hunt, tel: 01278 410250.

7 **Collective Machinery & Equipment Sale. Ashford Market, Monument Way,** Orbital Park, Ashford, Kent TN24 0HB. Hobbs Parker, tel: 01233 506246.

7 **Collective Machinery Sale.** Applegarth Mart, Northallerton, DL7 8LZ. Northallerton Auctions Ltd, tel: 01609 772034.

7 & 8 **Monthly Collective of Tractors, Plant, Implements, Livestock Equipment, Oak Beams & Firewood.** Hazle Meadows Auction Centre, Ross Road, Ledbury, Herefordshire HR8 2LP. H J Pugh & Co, tel: 01531 631122.

8 **Collective Auction of Vehicles, Farm Machinery & Associated Tools, Equipment & Firewood.** Hexham & Northern Marts, Tyne Green, Hexham, Northumberland NE46 3SG. Hexham & Northern Marts, tel: 01434 605444.

12 to 14 **Auction – Online, telephone & commission bids only.** Mathewsons, tel: 01751 474455 www.mathewsons.co.uk

13 **Online Machinery Sale Incorporating Rural Domestic Bygones.** Clitheroe Auction Mart, www.auctionmart.co.uk

18 **Auction of Agricultural Tractors, Combine Harvesters, Self Propelled Sprayer, Telescopic Loaders, Implements & Machinery.** Cambridgeshire. Cheffins, www.cheffins.co.uk

22 **Auction of Automobilia, Petroliana, Enamel Signs & Advertising Collectables.** Machinery Saleground, CB6 2QT. Cheffins, tel: 01353 777767.

26 **Thrapston Collective Machinery & Equipment Sale.** Bletsoes, tel: 01832 732241.

27 to 7 Dec **South West Online Timed Auction of Tractors, Vehicles & Diggers, Farm Machinery, Livestock & General Equipment.** Stags, www.stags.co.uk

28 **Online Timed Machinery Collective Auction.** Edward Buckland, www.edwardbuckland.co.uk

28 **Kidderminster Machinery Sale.** The Gallops, Stanklyn Lane, Stone, Kidderminster DY10 4AR. Halls, tel: 01743 450700.

29 **Collective Machinery Sale with Fur & Garden Plants.** The Beech, Little Hereford, Ludlow, Shropshire SY8 4BG. McCartneys, tel: 01584 872251.

DECEMBER

1 **Online Sale of Implements, Plant, Machinery etc.** Dingwall. Dingwall & Highland Marts Ltd, www.dingwallhighlandmarts.com

1 & 2 **Cambridge Machinery Sale.** The Saleground, Sutton, Ely, Cambridge CB6 2QT. Cheffins, tel: 01353 777767.

3 & 4 **Online Sale of Tractors, Machinery, Plant & Commercial Vehicles.** Carlisle. Harrison & Hetherington, www.harrisonandhetherington.co.uk

4 **Prissel Collection of Late Model Muscle.** Online bidding. E7679 WI-85 Mondovi, WI, USA. Aumann Auctions, www.aumannvintagepower.com

4 **Toy & Transport Auction.** Burwash Road, Heathfield, East Sussex. Watsons, tel: 01435 862132.

PRICE GUIDE

Our bi-monthly price guide reflects the prices that have most recently been paid for veteran, vintage and classic tractors. The prices are based on tractors sold at sales, privately and in some overseas markets as well. Naturally things change as the months progress, but you will get a good feel as to what has been going on.

We have laid out the guide in six bands and, to expand on the key (right), band one is a tractor that normally isn't running, but can be restored; band two is a tractor that is running and needs some work; band three is the critical one as it is for original type tractors – vehicles that are essentially straight, have good tinwork, have not been resprayed, run well and normally have very low hours. Now there can be exceptions to the rule, but these tractors in most cases command higher prices and, in some cases, raise more than a good restored tractor.

Band four represents an older restored tractor that normally runs, but has not been looked at for a while perhaps; band five is for a restored tractor that does everything it should and looks great. However, the ultimate is band six – these are concours tractors that have been gone right through and don't come up very often.

All the prices quoted are what we call hammer prices and do not include UK VAT, commission or value added tax in the USA. If you cannot find your make or model, or need any advice, call our compiler, telephone: 01323 833125.

PRICE GUIDE BANDS EXPLAINED

BAND ONE:	Possibly not running, but in very complete condition. Known at times as ex-farm condition.
BAND TWO:	Will run but needs work done to it.
BAND THREE:	In original condition (see notes left).
BAND FOUR:	Older restoration, but complete and should run.
BAND FIVE:	Average restored condition and ready to go.
BAND SIX:	Concours. Restored tractors in exceptional condition.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
WALLIS							
Wallis Cub	1914-17	£17,450	£28,000	£46,000	£34,000	£54,000	NA
Wallis Cub Junior	1917-19	£16,500	£26,000	£42,000	£34,500	£37,900	NA
Model K	1919-23	£1,800	£2,900	£7,400	£6,200	£8,200	NA
Model OK 15-27	1923-27	£2,100	£2,800	£6,700	£7,100	£8,800	NA
Model 12-20	1929-32	£1,900	£3,600	£8,100	£9,200	£11,200	NA
Model 20-30	1927-32	£2,800	£4,400	£8,400	£7,900	£9,700	NA
FERGUSON							
Ferguson-Brown	1936-37	£13,500	£14,500	£34,000	£24,600	£36,200	NA
Ferguson-Brown	1938-39	£11,800	£14,500	£33,500	£26,200	£41,000	£53,000
Ferguson-Brown Industrial	1936-39	NA	NA	NA	NA	£29,900	NA
TE-20 Continental	1946-48	£1,200	£2,100	£9,200	£3,700	£4,600	£7,100
TE-20 Narrow Perkins P3 Conversion	1946-48	£1,300	£2,300	£4,100	£3,100	£5,200	NA
TE-A 20	1947-56	£950	£1,250	£1,900	£4,900	£5,400	£6,100
TE-A 20 half-track	1947-56	NA	£4,500	£24,000	£7,600	£16,400	NA
TO-20	1948-51	£1,200	£1,700	£3,900	£2,600	£3,700	NA
TE-D 20	1949-56	£1,100	£1,200	£6,200	£2,100	£4,250	£6,750
TE-D 20 full-track	1949-56	NA	NA	NA	£7,500	NA	NA
TE-D 20 Twose roller	1953-56	£4,750	£6,900	£21,500	£9,800	£24,000	NA
TE-F 20	1951-56	£1,700	£2,600	£9,200	£3,800	£5,900	£7,600
TE-F/T 20 Industrial diesel	1951-56	NA	£2,950	£9,300	£4,900	£6,900	NA
TE-E 20 Narrow p/p	1949-56	£1,200	£1,700	£4,600	£3,100	£4,300	£4,900
Perkins P3 Conversion	1946-56	£1,200	£3,150	£4,200	£3,600	£4,600	£6,400
Reekie Narrow/fruit tractor	1948-54	£1,350	£2,580	£4,560	£5,200	£5,650	£6,900
Lenfield conversion	1948-56	£1,325	£1,650	£4,200	£2,400	£4,400	NA
TE-L 20 Vineyard p/p	1952-56	£1,100	£2,100	£5,300	£3,400	£4,500	£7,100
TE-K 20 Vineyard petrol	1952-56	£1,120	£1,800	£4,300	£2,900	NA	£4,350
TE-P 20 petrol Industrial	1952-56	£1,350	£3,100	£4,900	£13,200	£6,200	NA
TE-E 20 Narrow	1951-56	£1,350	£1,900	£4,900	£6,600	£7,200	NA
TO-30 USA-built	1951-54	£1,900	£2,300	£4,100	£3,100	£4,100	NA
TO-35 USA-built	1954-57	£1,600	£2,800	£4,700	£3,500	£5,250	NA
FE-35 Grey & gold (diesel)	1956-57	£1,200	£2,300	£5,200	£3,600	£5,400	£7,200
FE-35 Grey & gold (p/p)	1956-57	£1,300	£2,100	£3,900	£3,100	£4,900	£6,200
FE-35 Grey & gold vineyard	1956-57	£1,100	£3,900	£5,900	£4,100	NA	£6,500
FE-35 Grey & gold petrol	1956-57	NA	£3,100	NA	NA	NA	NA
FE-40 USA-built	1956-57	£1,400	£1,500	£4,900	£2,900	£3,900	£6,200
FE-40 Hi with implement	1956-57	NA	£2,400	NA	NA	£6,200	NA
MASSEY FERGUSON							
50 gas USA-made	1958-59	£1,200	£1,450	£3,400	£3,900	£5,200	NA
95 & Super 95 (MM)	1958-62	£2,250	£3,400	£6,900	£4,100	£7,800	£10,400
97	1962-65	£3,100	£4,200	£7,700	£5,800	£9,700	NA
97 4x4 (MM)	1962-65	£3,900	£4,600	£7,100	£7,900	£10,400	NA
98 GM-371 (Oliver-built)	1959-60	£3,300	£4,800	£5,100	£6,800	£9,600	NA
35 Standard 23C 4-cylinder	1957-59	£1,100	£2,900	£7,900	£3,900	£7,950	£9,900
35 Standard Industrial	1957-59	£1,700	£2,250	£6,600	£4,200	£7,100	£8,200
35 Standard petrol-paraffin	1959-64	£950	£1,950	£5,900	£3,900	£5,600	£8,200
35 High 'C' Petrol	1959-64	NA	NA	£6,200	NA	£7,400	NA
35 Standard petrol/paraffin no hydraulics	1958-64	NA	£1,600	£4,700	£5,400	£6,200	NA
35 Perkins 3.152 engine	1959-62	£1,900	£3,800	£12,600	£4,900	£11,200	£14,700
35 Industrial	(not X)	£1,800	£2,900	£14,900	£6,400	£5,700	£7,700
85 Continental engine	1958-62	£2,100	£2,600	£7,900	£4,100	£9,500	NA
88 Continental engine	1959-62	£2,600	£3,400	£6,400	£3,900	£8,800	£7,900
90 Super	1961-65	£2,800	£3,600	£6,900	£5,200	£7,800	£10,250
35 Perkins 3.152A	1962-64	£1,400	£4,100	£14,600	£5,900	£12,100	£14,900
35X with Multi-Power	1962-64	£1,950	£4,900	£18,800	£9,800	£17,000	£18,900
35 Hi-Clear	1959-64	NA	£4,600	NA	NA	£9,200	NA
35X Industrial	1962-64	£2,600	£4,600	£15,200	£8,200	£13,100	£15,100
35X Vineyard/Narrow	1962-64	£1,950	£2,400	£9,500	£8,100	£10,250	NA

You can win this tractor on Saturday 18 October when Cheffins auction for charity this 1971 Thurlow Nunn Standen Ltd supplied to the National Stud MF 135, which came back to the company in 2010 and was restored by a former employee in 2012 to this wonderful condition.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6X
35X Golf course (grass tyres)	1962-64	NA	NA	£6,100	NA	NA	NA
65 Mk1	1958-60	£1,600	£3,300	£7,800	£5,600	£11,600	£14,600
821 French Hanomag diesel	1959-61	£950	£1,300	£2,700	£2,100	£3,100	£3,200
21 French Peugeot petrol	1959-61	£900	£1,250	£2,950	£3,800	£4,600	NA
DT7000 (Landini MF) 4x4	1960-64	£1,200	£2,850	£6,200	£4,200	£6,600	NA
25/825 French Perkins diesel	1960-64	£1,700	£1,800	£3,600	£4,200	£4,500	NA
37 French	1962-64	£1,800	£2,700	£3,400	£3,100	£5,200	NA
42 French	1962-64	£1,900	£2,800	£4,100	NA	£5,700	NA
65 Mk2	1960-64	£1,850	£3,400	£9,100	£6,100	£9,900	£12,100
65 Mk2 with winch	1960-64	£1,950	NA	£5,900	NA	NA	NA
65 Mk2 Vineyard	1962-64	NA	£3,400	£6,700	NA	NA	NA
MF 65/765 Industrial	1958-64	NA	NA	£5,800	NA	NA	NA
65 MK2 Multi-Power	1961-64	£2,100	£3,800	£12,900	£7,300	£11,200	£13,600
130 French	1964-72	£1,900	£2,900	£4,100	£3,800	£5,100	£7,200
130 French Vineyard	1964-72	£2,100	£2,900	£4,100	NA	NA	NA
135	1965-71	£2,600	£4,600	£18,100	£5,900	£14,100	£19,000
135	1971-79	£2,800	£7,800	£13,700	£6,450	£13,600	£16,200
135 Multi-Power	1965-79	£3,100	£5,100	£14,200	£7,900	£14,200	£18,750
135 Vineyard	1965-79	£2,900	£4,500	£6,200	£5,200	NA	NA
135 Industrial	1965-79	£2,600	£4,100	£8,900	£6,400	£8,700	£12,300
135X MP Industrial	1965-79	NA	NA	NA	NA	NA	£34,000
135 petrol (Standard engine)	1965-79	£2,800	£4,100	£7,200	NA	£8,200	NA
2130 (Industrial)	1965-72	£2,700	£2,950	£5,800	NA	£9,100	NA
135 petrol (Perkins engine)	1972-79	NA	NA	£7,400	NA	NA	NA
135 4x4	1965-79	£6,900	£8,100	£16,750	£12,100	£17,200	NA
2135 (French-made)	1966-72	£1,200	£2,400	NA	NA	£5,900	NA
140 Super French	1965-75	£1,900	£2,400	£5,200	£4,100	£8,200	NA
145 French	1965-75	£1,950	£2,600	£5,300	£3,900	£7,900	£10,400
155 French	1965-75	£2,100	£2,900	£3,800	NA	£7,900	NA
152 Vineyard	1971-79	£2,800	£4,400	£5,400	£4,200	£4,900	£5,300
165	1965-71	£3,900	£4,900	£10,400	£6,700	£8,750	£12,250
165 4WD	1966-75	NA	£9,500	£16,900	NA	£25,700	NA
165 Multi-Power	1965-71	£4,450	£7,200	£17,250	£6,450	£18,900	£21,000

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
165 Multi-Power	1971-79	£4,300	£7,400	£18,000	£9,800	£18,200	£19,100
165 4WD MP	1968-78	NA	£9,900	£19,400	NA	£24,800	NA
175	1965-68	£3,600	£4,900	£18,400	£6,950	£19,000	£21,100
178S	1968-71	£3,900	£4,400	£8,000	£5,900	£7,900	NA
178 Multi-Power	1968-72	£4,890	£6,900	£19,600	£10,250	£14,425	£19,500
178 4WD MP	1968-78	NA	£7,900	£19,200	NA	£21,400	NA
158	1968-74	£2,300	£3,100	£5,200	£4,200	£7,100	£8,200
148 French	1972-78	£1,950	£4,600	£7,300	£6,900	£9,100	NA
158 4WD	1968-74	N/A	N/A	N/A	N/A	£22,000	N/A
148 (eight-speed)	1972-78	£2,900	£3,100	£11,900	£9,100	£12,400	£14,650
148 Multi-Power	1972-78	£3,500	£5,900	£14,200	£8,900	£14,700	£17,100
168 Multi-Power	1971-78	£3,700	£5,500	£17,800	£9,600	£15,100	£18,500
168 4WD	1971-78	£4,900	£12,200	£16,100	£10,400	£17,400	NA
185	1971-78	£3,900	£4,300	£12,600	£9,900	£16,800	NA
188 Multi-Power	1971-78	£5,900	£9,575	£33,300	£14,800	£18,700	£24,100
188 4WD	1971-78	£6,600	£12,400	£28,500	£17,100	£24,400	£28,500
1100	1964-67	£4,400	£8,400	£16,200	£11,900	£15,700	£17,200
1080	1968-72	£4,100	£6,900	£12,700	£8,800	£12,800	£16,300
1130	1964-72	£4,700	£9,200	£18,900	£12,950	£14,100	£17,200
1105-1135-1150	1973-78	£5,900	£8,950	£12,100	£9,800	£15,900	£16,400
1200	1975-79	£8,700	£17,000	£43,500	£27,500	£56,000	£58,600
1250	1979-80	£9,600	£18,500	£46, 900	£29,900	£51,800	£54,500
1505	1974-76	£10,200	£19,200	£48,000	£31,100	£50,700	NA
4840	1980-82	£9,900	£14,500	£27,100	£18,900	£29,400	NA
2745	1978-83	£7,900	£8,500	£16,500	£12,600	£18,200	NA
2805 V8	1976-83	NA	£12,700	£26,800	NA	NA	NA
550	1976-79	£4,400	£6,700	£27,900	£10,900	£15,900	£19,750
565	1976-82	£5,100	£6,800	£17,100	£10,800	£16,200	£18,500
575	1976-83	£5,700	£6,750	£19,100	£14,200	£15,900	£19,600
590	1976-83	£5,750	£6,700	£18,200	£9,200	£13,300	£18,100
592 French	1979-84	NA	NA	£12,500	NA	NA	NA
595	1979-83	£4,750	£8,700	£26,200	£9,900	£14,900	£26,300
1102S (Eicher German-built)	1980-83	NA	£7,600	£10,300	NA	NA	NA

CAMBRIDGE MACHINERY SALES

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
230	1979-83	£5,600	£8,400	£21,900	£7,200	£12,650	NA
240	1983-99	£5,800	£8,600	£13,200	£8,600	£12,300	£14,400
240 4WD	1983-99	£6,700	£9,800	£20,200	£11,900	£12,800	£14,200
245	1976-83	£4,400	£7,600	£16,700	£9,800	£11,100	NA
250	1983-86	NA	£5,900	£16,800	£12,100	£12,900	NA
250 4WD	1983-86	£7,900	£9,600	£16,800	£13,100	£14,900	NA
254 4WD	1982-87	£8,900	£9,750	£10,600	£9,500	£10,400	NA
265	1974-83	£4,500	£7,600	£14,200	£7,600	£15,500	NA
275	1974-83	£4,400	£6,900	£15,800	£8,900	£16,200	NA
275 4WD	1974-83	NA	£7,500	£16,800	NA	NA	NA
275C Crawler	1975-84	£4,700	£7,300	£9,600	NA	£9,100	NA
290	1983-86	£5,100	£6,400	£10,760	£11,950	£16,950	NA
298	1985-86	£4,900	£6,700	£12,500	£12,400	£18,700	NA
362C Crawler	1980-89	£5,600	£8,950	£9,400	£7,600	£11,500	NA
675	1980-86	£6,200	£8,600	£51,500	£18,870	£26,950	NA
690	1983-86	£5,500	£8,700	£26,800	£17,900	£26,750	NA
698	1983-86	£5,900	£9,800	£14,800	£14,100	£19,200	NA
698T	1985-87	£6,400	£9,950	£18,300	£12,400	£23,500	NA
699	1984-87	£6,700	£7,100	£16,600	£11,200	£18,400	NA
2620	1981-84	£5,700	£9,300	£18,500	£14,100	£28,900	NA
2640	1981-84	£6,400	£9,440	£18,800	£15,100	£24,200	NA
2645	1984-87	£5,950	£9,450	£19,750	£15,240	£23,300	NA
2680	1981-84	£4,200	£9,900	£26,500	£19,750	£26,200	NA
2680 4WD	1981-84	NA	£6,400	£28,900	£28,700	£27,500	NA
2685	1984-87	£7,900	£10,100	£23,300	£16,400	£22,200	NA
2720	1981-84	£7,950	£9,400	£26,700	£16,600	£24,600	NA
2725 4WD	1984-87	£7,450	£14,800	£41,500	£19,500	£28,700	NA
350 2WD	1986-95	£7,600	£10,900	£36,800	£26,600	£24,500	NA
360 2WD	1986-95	£7,750	£10,250	£38,800	£23,700	£28,700	NA
360 4WD	1986-95	£7,800	£11,800	£36,000	£22,200	£32,000	£42,500
390 2WD	1986-97	£9,750	£12,400	£39,000	£24,600	£34,700	£46,250
390T 2WD	1986-97	£9,750	£13,800	£51,500	£26,500	£34,600	£48,500
390T 4WD	1986-97	£10,200	£17,600	£68,800	£29,200	£42,900	£58,000
342 2WD	1993-97	£8,740	£12,850	£35,000	£14,800	£21,000	£28,200
342 4WD	1993-97	£9,600	£14,100	£39,000	£16,200	£24,000	£31,000

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
MASSEY-HARRIS							
No. 2	1920-23	£11,850	NA	NA	£44,200	NA	NA
No.3	1920-23	£40,000	£47,000	£62,500	£51,000	£58,000	NA
12-20 (also as Wallis)	1926-35	£2,400	£3,700	£5,200	£4,700	£7,300	NA
General Purpose 4x4 SV & OHV	1930-36	£6,900	£9,800	£14,200	£11,900	£14,200	£16,500
Type 25	1933-38	£2,250	£3,400	£7,800	£5,200	£6,400	NA
Pacemaker 12-20	1936-37	£3,400	£4,100	£6,200	£4,900	£5,200	NA
Challenger V	1936-37	£3,900	£5,100	£7,400	£5,400	£7,600	NA
Challenger V front styled	1938-39	£1,900	£3,400	£6,200	£5,800	£7,700	NA
Challenger Standard axle	1938-39	£1,950	£2,900	£6,400	£4,400	£5,900	NA
Pacemaker styled	1937-39	£2,260	£3,800	£7,700	£5,200	£8,600	NA
25 styled	1938-40	£1,900	£2,500	£6,200	£3,900	£6,800	NA
101 Standard	1938-42	£1,600	£2,300	£4,700	£3,600	£5,100	NA
101 Super Standard	1938-42	£1,150	£2,600	£4,000	£3,900	£4,200	£5,100
101 Super Twin Power row crop	1938-42	£1,700	£2,300	£4,500	£5,700	£5,600	NA
102 Junior Standard	1939-46	£1,100	£1,800	£2,400	£4,600	£3,100	£5,000
102 Senior Standard	1941-45	£1,300	£2,100	£4,600	£3,300	£4,200	NA
201 245 cu in Chrysler engine	1940-42	NA	£3,600	£6,900	£7,900	£8,100	NA
203 303 cu in Continental	1940-47	£3,200	£3,800	£6,100	£5,900	£7,300	£8,400
203 Perkins P6	1940-47	NA	NA	£5,250	NA	NA	NA
44	1946-53	£1,800	£2,300	£3,000	£3,100	£4,200	NA
55D	1949-55	£2,000	£2,400	£4,900	£2,900	£4,800	NA
55K	1947-55	£1,800	£2,800	£5,900	£4,200	£5,100	NA
22	1948-53	£1,900	£3,800	£3,000	£3,100	£3,500	NA
744 PD	1948-53	£3,400	£3,800	£6,800	£4,500	£6,700	£7,500
744 PD Hi-Arch	1948-53	£3,800	£5,600	£6,900	£4,800	£6,800	NA
745 (inc Sunshine model 1)	1954-57	£3,800	£3,700	£4,900	£3,900	£5,900	£6,750
745S	1957-58	£3,600	£3,700	£6,200	£4,400	£6,900	£7,200
333 V rowcrop	1954-57	NA	£1,200	NA	£2,700	£3,600	NA
555	1954-57	NA	£3,700	NA	£4,100	£4,600	NA
444	1954-57	£900	£1,900	£4,200	£3,800	£5,100	NA
Pony 11 & 14 Woodstock CN made	1947-57	£1,000	£1,900	£2,400	£2,100	£2,900	£4,100
Pacer 16	1953-56	£1,600	£1,900	£3,300	£2,100	£3,200	£4,750
Pony 811-812- 814-820 French	1951-58	£1,000	£1,400	£2,600	£2,300	£2,700	£3,700

Classic Massey

& Ferguson enthusiast

The independent Ferguson and Massey Ferguson magazine

CLASSIFIED COUPON – Free Ads!

Tel: 0906 802 0279

Calls cost 65p per minute, plus your telephone companies access charge For complaints or any queries about the premium rate number, please call 01959 543723, available 9-5pm, Mon-Fri.

Fax: 01959 541400

We advise not to send photographs via fax

Email: tractors@kelseyclassifieds.co.uk

CLASSIC MASSEY & FERGUSON CLASSIFIED COUPON

Post this coupon to: Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL.

FREE TO CLASSIC MASSEY READERS, UP TO 30 WORDS (trade excepted)

Trade advertisers only: First advertisement in any issue: £5 for maximum 40 words; £25 for maximum 40 words and one photograph; extra words 25p each. Subsequent ads placed at the same time, £5 for maximum 40 words; £15 for maximum 40 words and one photograph; extra words, 25p each. Advertisers can include a photo FREE of charge but the photos cannot be returned, images only kept on file for up to 6 months.

CATEGORY *PLEASE TICK ONE:*

☐ TRACTORS FOR SALE ☐ TRACTORS WANTED ☐ PARTS AND IMPLEMENTS FOR SALE ☐ PARTS AND IMPLEMENTS WANTED
☐ LITERATURE FOR SALE ☐ LITERATURE WANTED ☐ MISCELLANEOUS FOR SALE ☐ MISCELLANEOUS WANTED

ADVERT DETAILS *PLEASE COMPLETE ALL OF THE FOLLOWING INFORMATION.*

COSTOFINSERTION:............................DESCRIPTION:...
....
....
....
....
....
....
....
....

ADVERTISER DETAILS:

NAME: ....
ADDRESS: ....
....
....
TOWN: ....
COUNTY: ....
POSTCODE: ....
COUNTRY: ....
TEL*: ....

PAYMENT DETAILS

☐ I enclose my cheque/PO for £............payable to Classic Massey and Ferguson enthusiast
☐ I wish to pay by credit card: ☐ MasterCard ☐ VISA ☐ AMERICAN EXPRESS ☐ Maestro ☐ SWITCH Expiry Date:....................... Switch Issue No:.......................
Card No:......................... /.......................... /.......................... /.......................... Signature: ....

For AD QUERIES call: 0906 802 0279 Lines open 10am to 4pm (Mon - Fri) . Calls cost 61p per minute plus network extras. Calls from mobiles and some networks may be considerably higher. Service provided by Kelsey Media.

CONDITIONS OF ACCEPTANCE

- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please call Talk Media Sales 01732 445325.
- Each advert can be no more than 30 words. Kelsey Media reserves the right to edit down adverts that exceed this word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of six months.
- By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
- Advertisements may appear in other relevant Kelsey Media publications.
- When submitting an advert, you all assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.
- Kelsey Media's customer service representatives reserve the right to terminate telephone calls if the caller becomes abusive.
- Telephone numbers starting '070' are usually from our affiliate website carandclassic.co.uk. If you get a message which says 'invalid' this usually means the item is no longer for sale.
- No other correspondence can be entered into.
- Kelsey Media uses a multi-layered Privacy Notice giving you brief details about how we use your personal information. For full details visit www.kelsey.co.uk, or call 01959 543524. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email data.controller@kelsey.co.uk or 01959 543524.

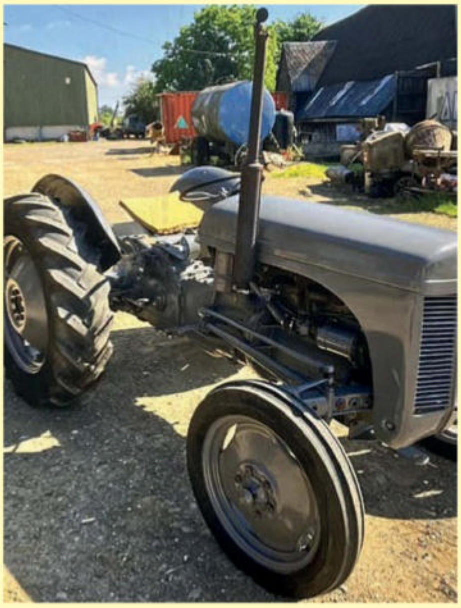
FERGUSON

FERGUSON TED 20

£1,750. Road legal V5 good condition all round. Drives well. Wiltshire. Please call 07788 730619, South West

5109

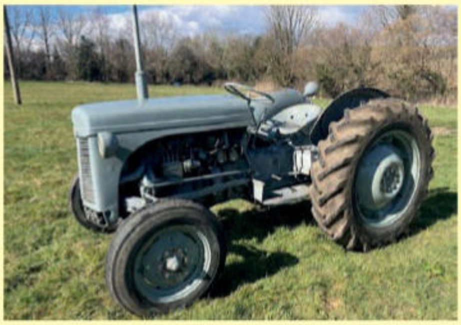
FERGUSON T20



£1,900. Fergey T20, petrol, recent full rebuild, good clean tractor. Please call 07515 939801, Buckinghamshire

6011

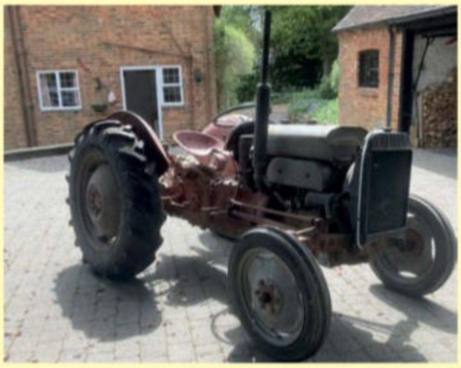
FERGUSON TEF 20



POA. With link box, starts easily runs really well. Please call 07821 184799, Shaftesbury

5244

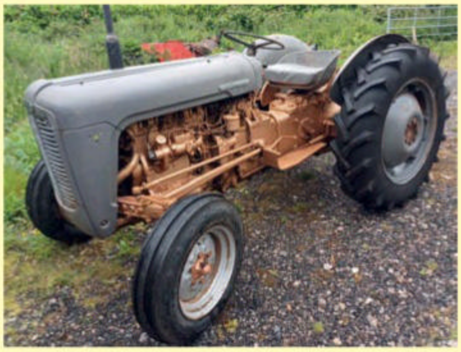
FERGUSON TEA 20



£1,200. For spares or restoration, unfinished project, £1000 new parts fitted. Please call 07799 884590, Buckinghamshire

5788

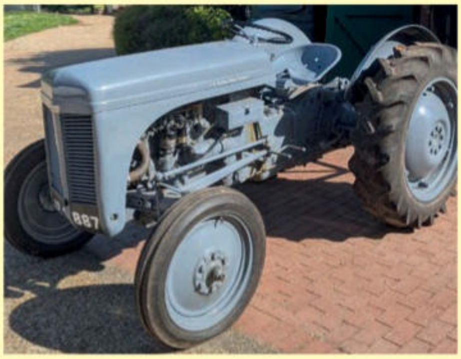
FERGUSON FE35 DIESEL 1957



£1,900. Some restoration work done and painted several years ago, average starter, needs attention to brakes and hydraulics. Please call 01630 672302, Shropshire

5790

FERGUSON



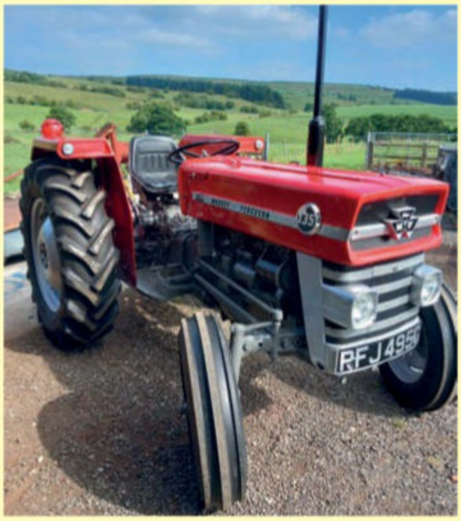
£4000. Colour: Grey. Fuel: Petrol. Wheel plan: 2- axle - rigid body. Location is Swaffham in Norfolk. Please email info@specoffice.co.uk, Norfolk

MASSEY FERGUSON

MASSEY FERGUSON

£4100. Massey Ferguson 35 3 cylinder, 4 new tyres, VGC. Please call 07816347623, East Midlands.

MASSEY FERGUSON 135



£10,500. Rebuilt Engine, done less than 100 hours. Tractor fully refurbished, outstanding condition, V5. Tyres 13.6.28, 95% good. Reluctant sale, based in Staffordshire. No V.A.T. Please call 07966 532637, Staffordshire

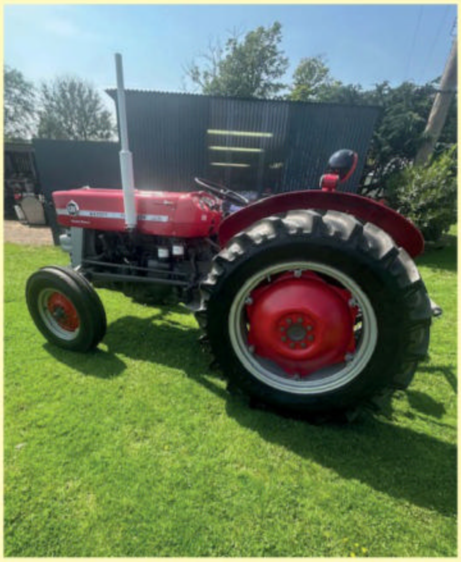
6048

MASSEY FERGUSON 24 TELEHANDLER 2WD

POA. Four new tyres, good runner sell or swap for tractor and hedge cutter Aberystwyth Wales. Please call 01970 890277 or 07580 772602, Wales

6013

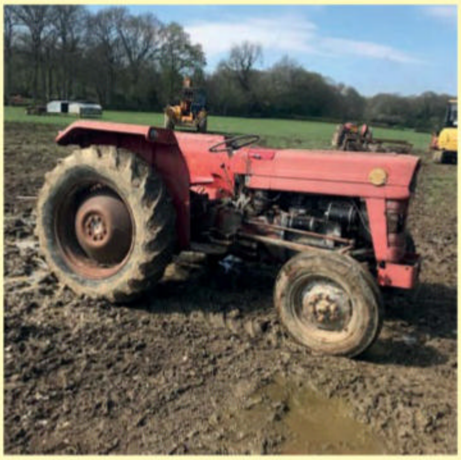
MASSEY FERGUSON 135



£10,500. 1966 multi power, good mechanically new pars fitted new hydraulic lift pump paintwork refurbished have original book nice little tractor road legal. Please call 07884 311042, Stewarton

5820

MASSEY FERGUSON 135 TRACTOR



£3,850. All in good running order. Tin work is fair. Viewing welcome. TEL: Martin: 07885 306055 please phone (no texts), Ashford, Kent.

5675

MASSEY FERGUSON 35

1959, £7,000. 3 cyl diesel engine. Very good condition. Still got the dimples on the foot pedals. Complete 2 furrow MF plough. Starts on the button. New front tyres. Ready to use or show. Please call 07711332097, South East

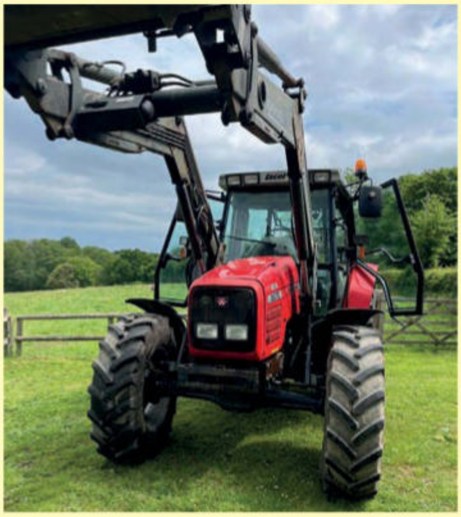
2278

MASSEY FERGUSON 35X

£6,000. 1962, C.W. M.F. Loader and muck fork and counter weight. Pick up hitch. Good year rear tyres. Good condition. Brakes poor. Tin work v. good. Please call 01728 724205, Suffolk

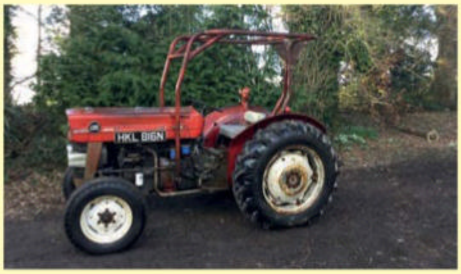
5269

MASSEY FERGUSON 6270



2003, £21,000 + vat. - 75% tyres all round, serviced by main dealer, reliable. Nearly new grab bucket available separately. Please call 07860260630, East Sussex

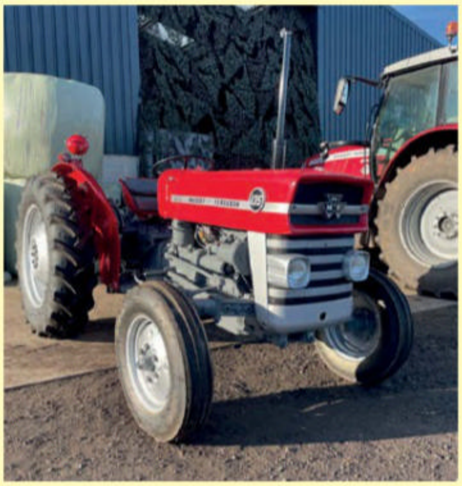
MASSEY FERGUSON 135



1975, £6,500. Very nice original condition, one of the last 1975. Low usage tractor only 3,300 hours. Everything works as it should and bodywork is very good. The V5 is in my name. Has had a recent service, good tyres all round, last few years it has only been used for ploughing matches and road runs, so ready to go to work or play. No vat. Please call 07711258723, Paddock Wood

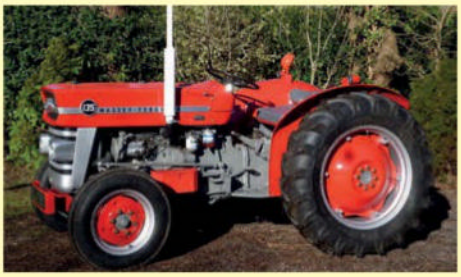
5304

MASSEY FERGUSON 135



1966, £8,750. Full Cosmetic Restoration, new wheels and tyres, 2,100 genuine hours based in Worcestershire. Contact Cameron. Please call 07713 807204, West Midlands

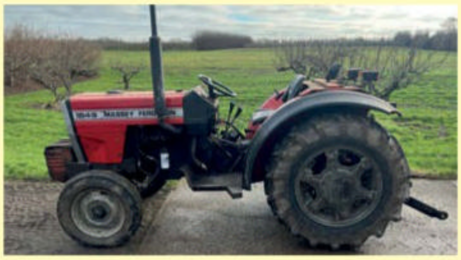
MASSEY FERGUSON 135



£9,800. Only one owner from new and low hours of usage prior to thorough mechanical overhaul with cosmetic restoration to the highest standard. A pristine example. Auto PUH and tipping pipe connection. No VAT. Delivery possible. Please call 07970 918811, South East

5227

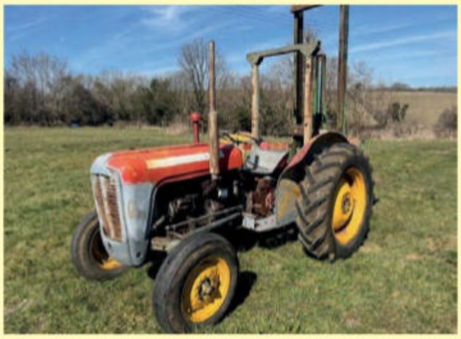
MASSEY FERGUSON 154S ORCHARD TRACTOR



1987, £5,900. 47HP 2 WD fruit tractor. 4477 hours, one owner from new. Comes with safety frame (not pictured) and also downswept exhaust pipe if required. +VAT Sittingbourne. Please call 07743693255, Kent

5077

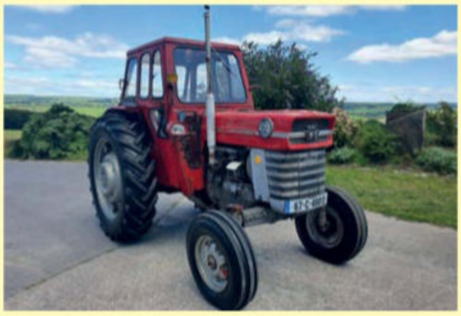
MASSEY FERGUSON 35X



£4,750. With forklift, possibly ex industrial, good ex farm. Please call 07821 184799, Shaftesbury

5254

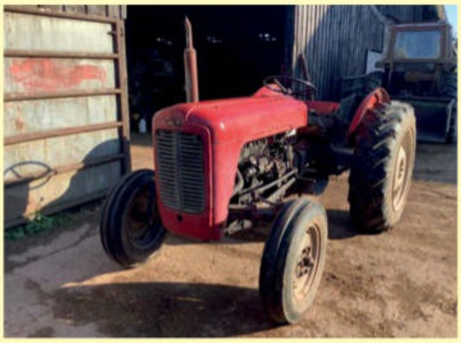
MASSEY FERGUSON 175 MULTI POWER TRACTOR



POA. Very original, everything working. Power steering, Pick Up Hitch. Irish Tax Book Cork, Ireland. Please call 0879 257824, Ireland

5987

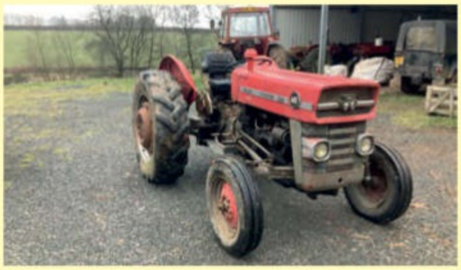
MF 4 CYLINDER 35



£3,000. Good condition. Please call 07536 975561, Somerset

5609

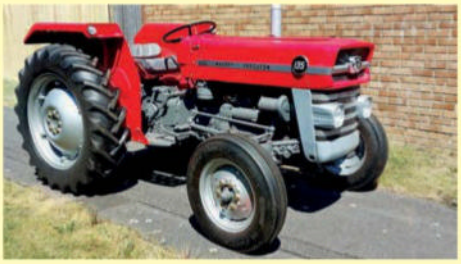
MF145



£4,200. Good condition. Please call 07536 975561, Somerset

5608

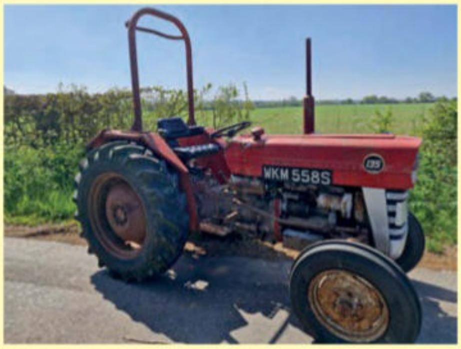
MASSEY FERGUSON 135



£7,950. In good working order. 1968 reg, V5, no VAT. Please call 07737 321994, Dorset

5528

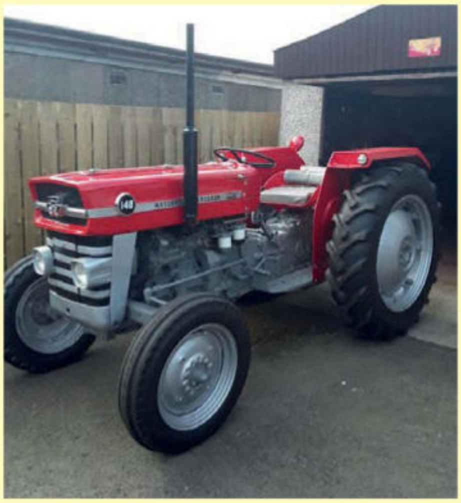
MASSEY FERGUSON 135



1978, £5,250. New tyres all round, just been serviced, lots of new parts fitted, Hydraulics & P.T.O all working. Reliable tractor for somebody who wants to own one for work or tractor runs! Please call 07903 107151, South East

5474

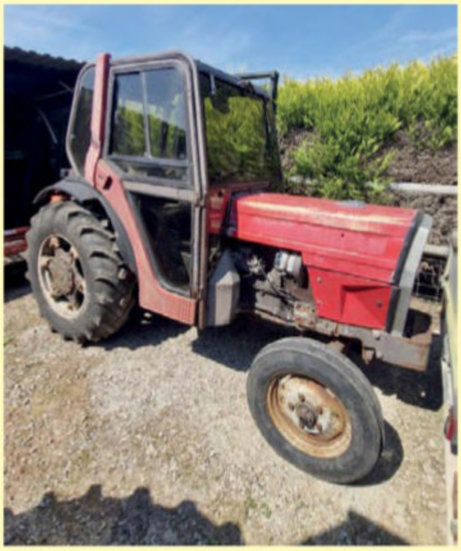
MASSEY FERGUSON 148



£8,500. 1973, V5, restored, very good condition, tin work perfect. Rear tyres 85%. Front tyres 75%, swinging drawbar. Please call 01250875732 or 07960435148, Perthshire

5604

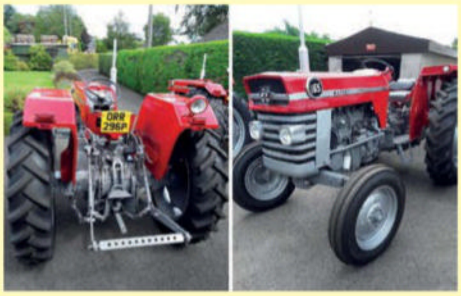
MASSEY FERGUSON 154S



1987, £4,950. Good working order, PTO and hydraulics work fine. New battery. Please call 07903 107151, South East

5473

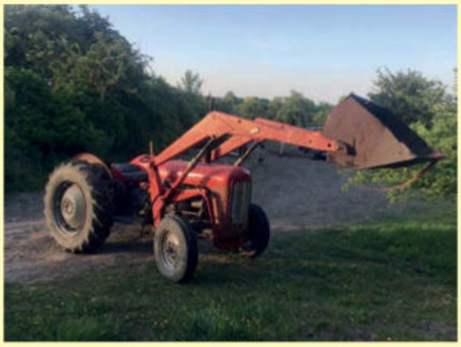
MASSEY FERGUSON 165



£10,500. 1976, V5, restored, excellent condition, runs very well, new tyres and wings, quick hitch drawbar, power steering. Please call 01250875732 or 07960435148, Perthshire

5603

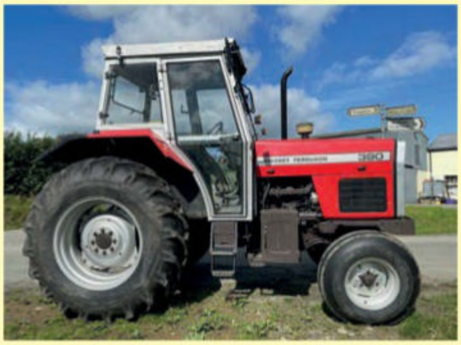
MASSEY FERGUSON 35



£5500. 1960 with V5. Runs well. 7000 hours. Loader fitted in 2024 and has not been used much. New radiator, king pins & bushes, fuel pump etc. Injectors re-seated on copper washers. New half-shaft seals on rear axle lhs. Foot throttle added. New front tyres. Needs new rear rims & tyres. Has had full service. Please call 07902 460704, South Oxfordshire

5611

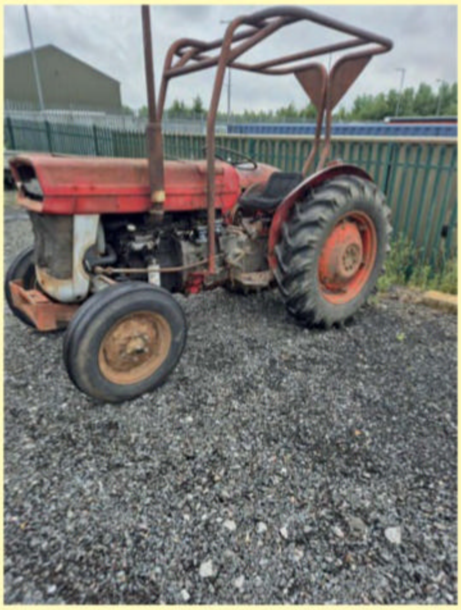
MASSEY FERGUSON 390



£18,000. Year 1996. 8 speed Gear box. New tyres all around. 5,000 hours. Please call 07929 780640, Powys

5436

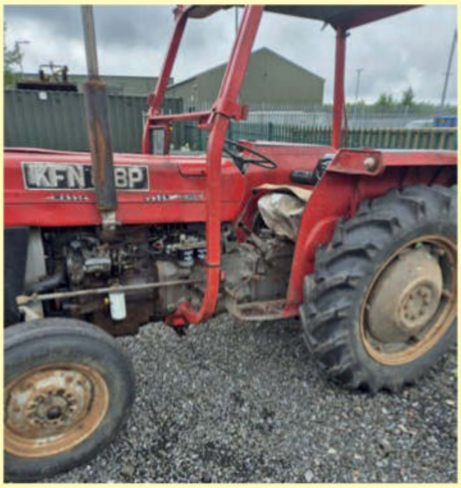
MASSEY FERGUSON 135



1975, £6,250. Just serviced ready for work or restoration! Please call 07980452359, South East

5967

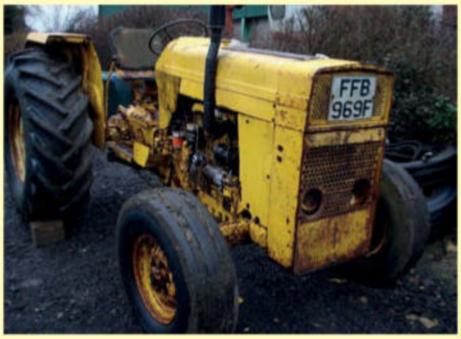
MASSEY FERGUSON 135



1976, £6,750. Just serviced ready for work or restoration! Please call 07980452359, South East

5966

MF 330 5 EX DIGGER

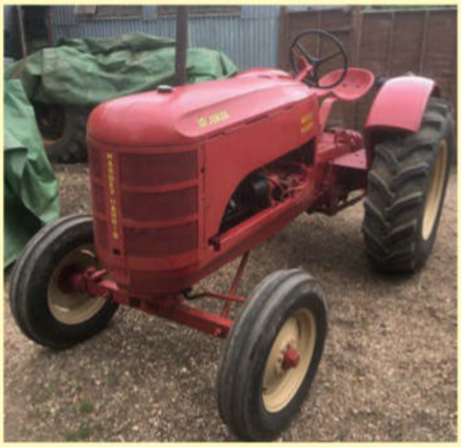


£3800. Good starter runner tourqe converter trans body work straight & sound no hyds or pto. Please call 07712 249900, North Wiltshire

5614

MASSEY HARRIS

MASSEY HARRIS 101



POA. T.V.O. Electric start, runs very well. Please call 07855 399487, South West

4772

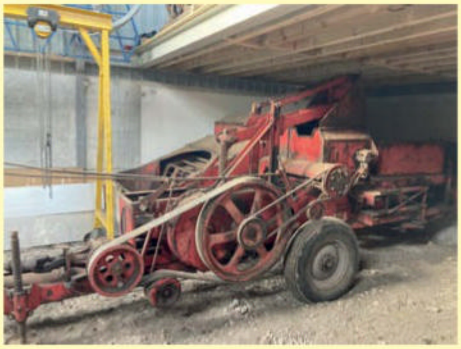
MASSEY HARRIS 102 JNR

£1,600. Please call 07536 975561, Somerset

5979

OTHER MACHINERY

MASSEY FERGUSON 701 VINTAGE CONVENTIONAL SQUARE BALER



£950. Dry stored. Used a number of years ago at Vintage Harvests. Requires some attention to bale chamber but otherwise complete and in useable condition. Comes with instruction book and parts list. Please contact David for more details. Payments by BACS or Cash on Collection. Please call 07985 123392, Nottingham

6040

PARTS

2X MASSEY FERGUSON ENGINES

POA. One 4 cylinder Perkins, one 3 cylinder Perkins, working order, price negotiable, collection from Reading (RG1), please call for more information. Please call 07770470889, Berkshire

5363

BELMAC 7.5 ROTAR SPREADER GVO

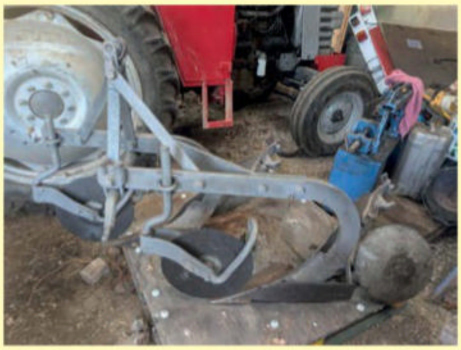
POA. One pair of rear wheels and tyres two fit MF 165 185 or 290 18-4-30. One steelfab front loader to fit 35 or 135 M.F. Also Hart single chain bale elevator. Please call 01239 841452 (evenings), Wales

FERGUSON 3.5 TONNE TIPPING TRAILER

POA. With 12 stud wheels, good condition. Please call 01348 881212 or 07779921934, Pembrokeshire

5434

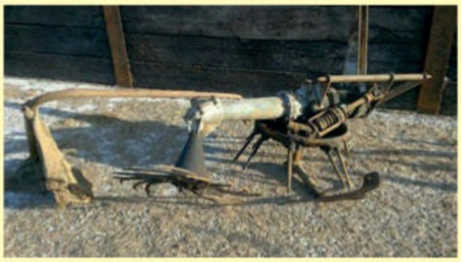
FERGUSON BROWN PLOUGH TYPE B10



POA. 2 furrow, mould boards, discs and skimmers in very good condition. Original brass plate still present. Sensible offers considered. Collection Wigan. Please call 07974 170674, Wigan

5544

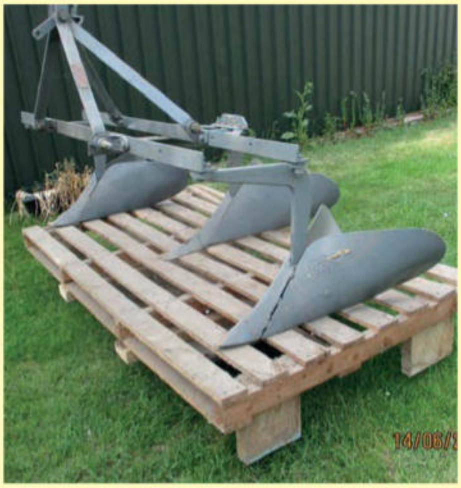
FERGUSON POTATO DIGGER



£250. Barn stored Potato digger with all parts, it lifts then spins the potatoes to clean of mud. Needs a little tlc on the sack on the side. Please call 07881828083, Surrey

5476

FERGUSON CULTIVATOR FRAME WITH POTATO RIDGERS S/N 13947 MODEL RDE-20



£320. Ferguson Cultivator frame fitted with Potato Ridgers. Makers brass name plate. Shot blasted, rust protection and finish paint. Dry Barn stored. Buyer collects. Please call 07710 590219, Hertfordshire

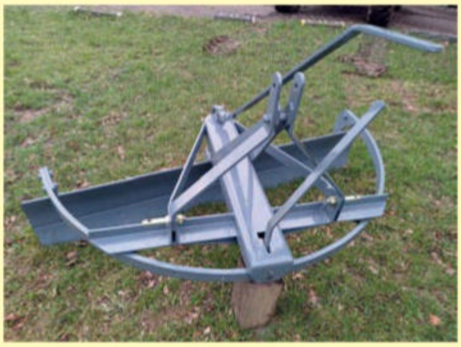
5992

FERGUSON LOADER

£300. FE35 loader, bucket. Forks and spool valve. Please call 07917 808238, Oxfordshire

5982

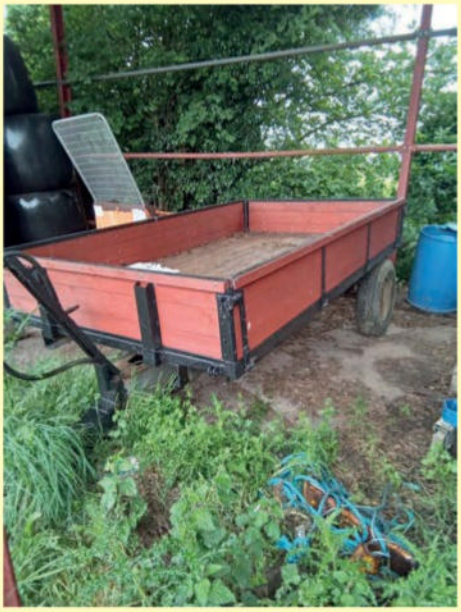
FERGUSON SCRAPER LEVELLER



£650. Fully restored. For show or use. Please call 07765 445206, Elsenham

5546

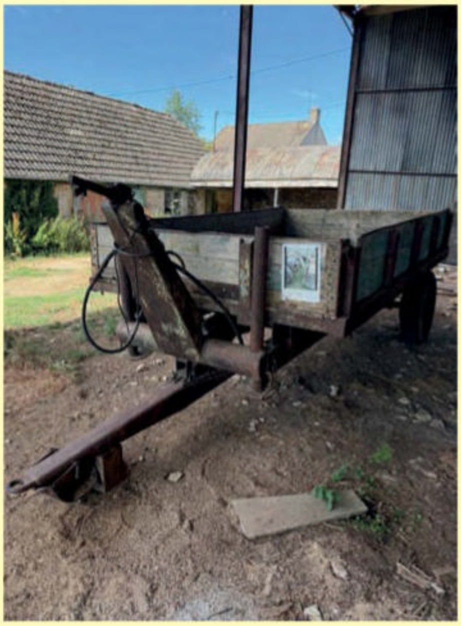
FERGUSON TIPPING TRAILER



£1,250. In very good condition. No longer needed. Hydraulics work okay. Handbrake not operable. Sensible offers. DN85TG. Please call 07798 872221, South East

5612

1946 FERGUSON 3 TON, WORKING TIPPING TRAILER



£600. Equipped with original type hitch on the trailer, although I do not have the tractor fittings, it has been standard fitted with a Ferguson draw bar. Trailer is equipped with its original front legs and believed to be the original boards (collection only, from the Gloucestershire Area). £600 ono (sensible offers please). No VAT. Please call 07841 431644, Gloucestershire

6047

M.F. TRAILER

£800. Comes with grain sides. Can take 4 tonnes of grain. Very good ram and tyres. Please call 01892722532 evenings or 07808200404, South East

MASSEY FERGUSON 700 8-TONNE GRAIN / SILAGE TRAILER

£2,850. 8 tonne capacity. Complete with silage extension sides. Good tyres all round. Brakes lights all in working order. Tidy condition, ready for work. Ideal for grain, silage or general farm haulage. Located in Dulverton, Somerset. Please call 07880358578, Crawley

5831

MF 70 2 DRUM MOWER

£390. No VAT. Complete but showing signs of age. Have just run it on tractor. Please call 07970 058560, Warwickshire.

2 SETS OF STANHAY STRAKES FOR DEXTA AND FERGUSON 28 INCH WHEELS

£130-£150 per pair. Please call 01227 709530, Canterbury

6032

MASSEY FERGUSON PARTS

£125. MF35 3 cyl bonnet side panels grill and front panel for sale have been painted. Please call 01306 627282, Surrey

6037

MASSEY FERGUSON SEAT COVER KITS

POA. To fit MF 100 Series spring suspension seats, these are an excellent replica of the original and are made from high quality leatherette material. Also now available, oil filled damper, pressure control knob, nylon rollers, slide rails. Please call 07971 290371, West Midlands.

121948

INTERNATIONAL OBSOLETE PARTS

POA. Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs. Transfers, trackrod boots, tractormeters, check chains, levelling boxes, axle pins/bushes, handbrake repair kits. Please call 01524751220, North West.

121063

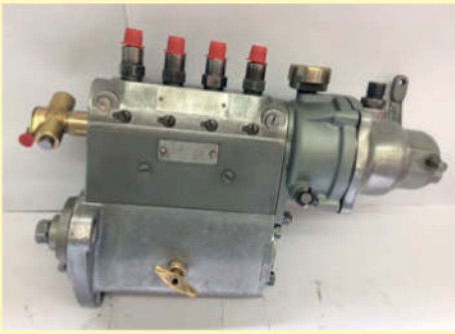
HEADLIGHT LENSES

POA. For E27N's. Please call 07624 496516. Visit www.vintagetractorelectrics.co.uk (T)

FERGUSON TE-F 20 INJECTION PUMP

£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FERGUSON TE-F 20 INJECTION PUMP



POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY FERGUSON 35 INJECTION PUMP

£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY FERGUSON 35 INJECTORS

£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY FERGUSON 35 INJECTORS

£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FERGUSON TE-F 20 INJECTORS

£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY 590

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

MASSEY 3075

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

MASSEY 135

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

VERY VINTAGE

£100. All very old for spares, open to offers Bamford cultivator, Massey Harris Finger Bar mower, Hay rake, Fertiliser spinner +VAT. Please call 07740870540, Kent

5880

MISC

MASSEY FERGUSON MANUALS

Massey Ferguson
135
TRACTOR/TRACTEUR
SCHLEPPER/TRACTOR
Ferguson
Ferguson

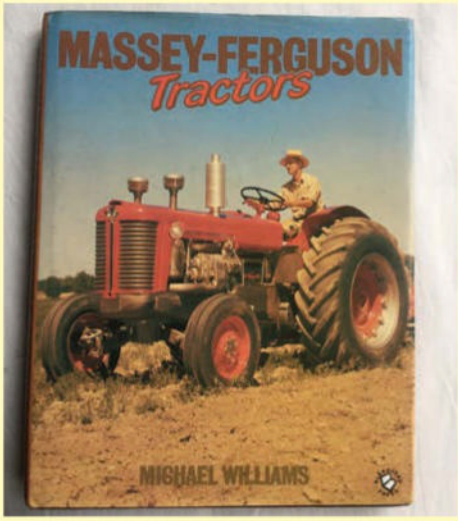
£25 each plus £5 carriage. Workshop manual MF 135, 165 T20. Parts book MF65 MF135. Please call 01404 42476, Devon

5620

UNIVERSAL HOBBIES UH 2638 FERGUSON TEA20

£70. 1/16 mint and boxed, will post at cost. Kingswinford. Please call 07976 713352, West Midlands.

MASSEY-FERGUSON TRACTORS BOOK



£3.95. Author Michael Williams. Hardback 138 unmarked pages, great colour and b/w photos. Can post. Please call 07399 359072, Canterbury

5601

WANTED

MASSEY FERGUSON PARTS

Wanted. Automatic hitch for Massey 185/590 needs to be complete with all bolts and pins. Please call 07415 955890, Hertfordshire

5392

MASSEY FERGUSON 35 OR 135

Wanted. Massey Ferguson 35 or 135 for restoration project. Please call 07790 844990, Kent

5939

MASSEY FERGUSON 35 / 135

Wanted. Having recently acquired a small holding, I'm now seeking a tractor ideally a Massey Ferguson 35 or 135 for the right price ideally from private seller, cash waiting. Please call 07542420700, Kent

5835

MF168 METAL ROOF FOR SCIRROCO CAB

Wanted. Good condition. Please call 07760361784, Scotland

MF100 SERIES CAB PARTS

For Scirocco flexi-cab mk 2. Windscreen frames, wiper motor mounting, lower bulkhead panels, brackets, door tops/bottoms and roof frames. Parts are newly made and lightly oiled. Pictures on website: www.axe-atv.co.uk made in Devon.

Email: axeengatvs@gmail.com
Call: 01460 220731 or 07722 117805

ORDER THE NEXT ISSUE NOW

WINTER SALES
FEATURE AND PLENTY TO BUY IN OUR CLASSIFIEDS INSIDE
Classic Massey
& Ferguson Enthusiast
The independent Ferguson and Massey Ferguson magazine
RUSSELL'S ORIGINAL FERGUSON GREY & GOLD 35 VINEYARD
GOOD HARVEST SEASON
MASSEY FERGUSON COLLECTORS IN GERMANY AND USA
NEVILLE'S 50BII-4 DEBUTS
MF ROAD RUN IN HOLLAND
£4.80
INDUSTRIAL MF35 RESTORATION
NEWS & LETTERS
SALES RESULTS
EVENT REPORTS

NOV/DEC 2025 ISSUE ON SALE: FRIDAY NOV 7

You will receive your copy on or around the 7th November. Contents may vary. You will pay the cover price of £4.80 per issue plus Kelsey Media's standard packing and postage price per single issue. For full terms and conditions visit shop.kelsey.co.uk/terms

DATA PROTECTION: Kelsey Media takes great care in handling your personal details and these will only ever be used as set out in our privacy policy which can be viewed at shop.kelsey.co.uk/privacy-policy

These features are all planned at the time of going to press. We reserve the right to make changes and amendments if necessary.

ORDER ONLINE AT: SHOP.KELSEY.CO.UK/MFG

CALL NOW ON: 01959 543747

MF100 SERIES CAB PARTS

For Scirocco flexi-cab mk 2. Windscreen frames, wiper motor mounting, lower bulkhead panels, brackets, door tops/bottoms and roof frames. Parts are newly made and lightly oiled. Pictures on website: www.axe-atv.co.uk made in Devon.

Email: axeengatvs@gmail.com
Call: 01460 220731 or 07722 117805

THE FERGUSON CLUB

Ferguson Club members will be manning our stands at the following shows where we will be very pleased to welcome you.

Fenagh Steam and Heritage Rally
Carlow, Leinster. R21 N562
will be making a welcome return after nearly a decade.
Sunday 7th September 2025.

Farming Yesterday and Vintage Rally
Scone Palace Parklands, Perth, PH2 6BB
Saturday 13th & Sunday 14th September 2025

Henham Steam and Country Show.
Henham Park, NR34 8AN just off A12 near Southwold
Saturday 20th and Sunday 21st September

You will be offered tea and biscuits/cake and encouraged to join the Club.
We think it will be the best £22 you spent this year!

DON'T MISS THE NEXT ISSUE
ON SALE 7TH NOVEMBER

Agricultural Engineers
Repair & Restoration
of MF Tractors
P.W Powell Agricultural
Engineers - *MID WALES*

Established in 1981, P.W Powell has been servicing & repairing agricultural vehicles since having trained on the MF breed of tractors.
My team and I tend to specialise in the repairs of Massey Ferguson tractors ranging from the TE20 to the 3000 & 6000 series.

For further details please contact:
Email: **philpowell59@tiscali.co.uk**
01686 640 900 / 07885 641 594
www.tractorrestoration.co.uk

GET IN TOUCH TODAY TO ADVERTISE HERE!
CALL LISA ON 07799 886115

SUBSCRIBE TO YOUR FAVOURITE TRACTOR MAGAZINE

FORD & Fordson TRACTORS
LITTLE GIANT
Find out what's so good about the baby of the TW range
Classic Massey
MASSEY FERGUSON 178
profi
THE PROFESSIONAL FARM MACHINERY MAGAZINE
VALTRA Q285
TRACTOR & MACHINERY
INSANE AUCTION PRICES
NEW LOOK
FAITHFUL SERVANT
LOW-TECH CLASSIC
SAVE UP TO 50%

EASY WAYS TO SUBSCRIBE

1 VISIT: **SHOP.KELSEY.CO.UK/XSELLTRAC**
2 CALL: **01959 543 747** AND QUOTE **XSELLTRAC**
3 SCAN THE **QR CODE**

Lines open Monday – Friday 8.30am – 5.30pm. Calls are charged at your standard network rate

Terms & conditions: *Offer available for UK annual Direct Debit. Savings are based on the standard cover price plus Kelsey P&P . Your subscription will start with the next available issue. Prices are correct at the time of print and subject to change. For full terms and conditions visit shop.kelsey.co.uk/terms. Data protection: We take great care in handling your personal detail sand these will only ever be used as set out in our privacy policy which can be viewed at shop.kelsey.co.uk/privacy-policy. You may unsubscribe at any time.